

Evry Day
By Hossam Ganby

American Airlines Flight 587

American Airlines Flight 587 was a regularly scheduled passenger flight from John F. Kennedy International Airport in New York City to Santo Domingo's Las Américas International Airport in the Dominican Republic. On November 12, 2001, the Airbus A300-600 airliner operating the flight crashed into the Belle Harbor neighborhood of Queens, a borough of New York City, shortly after takeoff. All 260 people on board the flight were killed, along with five people on the ground. It is the second-deadliest aviation accident involving an Airbus A300, after Iran Air Flight 655, and the second-deadliest to occur on U.S. soil, after American Airlines Flight 191.

The accident took place two months and one day after the September 11 attacks on the World Trade Center in Manhattan, initially spawning fears of another terrorist attack. However, terrorism was officially ruled out as the cause by the National Transportation Safety Board, which instead attributed the disaster to the first officer's overuse of rudder controls in response to wake turbulence from a Japan Airlines Boeing 747-400 that took off five minutes before it.

American Airlines Flight 587



An American Airlines Airbus A300-600 similar to the aircraft involved in the accident.

Accident summary	
Date	November 12, 2001
Summary	Structural failure as a result of pilot error on encountering wake turbulence
Site	Queens, New York City, United States
Passengers	251
Crew	9
Injuries	1 (ground)
Fatalities	265 (including 5 on the ground)
Survivors	0 (none)
Aircraft type	Airbus A300B4-605R
Operator	American Airlines
Registration	N14053
Flight origin	John F. Kennedy Int'l Airport
Destination	Las Américas Int'l Airport Dominican Republic

Summary of the accident



Flight 587, circled in white, can briefly be seen in this video still moving downward with a white streak behind the aircraft. This video, released by the NTSB, was recorded by a toll-booth camera located on the Marine Parkway-Gil Hodges Memorial

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List of accidents and incidents involving airliners in the United States

This **list of accidents and incidents on airliners in the United States** summarizes airline accidents that occurred within the territories claimed by the United States, with information on airline company with flight number, date, and cause.

This list is a subset of the **list of accidents and incidents involving airliners by location**.

It is also available grouped

- by year as List of accidents and incidents involving commercial aircraft;
- by airline;
- in alphabetical order.

This list is dynamic and by no means complete!

For alternative, more exhaustive lists, see:

- Aircraft Crash Record Office or
- Aviation Safety Network.

Alabama

- **Atlantic Southeast Airlines Flight 2254** collided with a Civil Air Patrol Cessna 172 over Gadsden, Alabama on April 9, 1990. Both individuals on board the Cessna were killed, while Flight 2254 was able to land safely at Northeast Alabama Regional Airport.[1]
- **GP Express Flight 861** crashed in Anniston, Alabama on June 8, 1992, after the crew lost spatial and situational awareness while attempting to land. Two passengers and the captain were killed.[2]
- **L'Express Airlines Flight 508** crashed in Birmingham, Alabama while attempting to land at Birmingham Municipal Airport during a severe thunderstorm on July 10, 1991, killing 13 people.[3] It remains the deadliest commercial aviation accident in Alabama history.[4]
- **Pennsylvania Central Airlines Flight 105** crashed while attempting to land at Birmingham Municipal Airport on January 6, 1946. The three pilots were fatally wounded. The accident is the only fatal accident recorded at Birmingham airport.

Alaska

- **Alaska Airlines Flight 1866** crashed into a mountain near Juneau, Alaska on September 4, 1971, killing all 111 on board.[5] It was the first fatal jet airliner crash for Alaska Airlines, and the worst plane crash in the history of the United States until June 24, 1975.[6]
- **KLM Flight 867** lost all four engines after flying through volcanic ash, but managed to land safely and without loss of life at Anchorage International Airport on December 15, 1989.
- **Northwest Airlines Flight 4422** crashed into Mount Sanford killing all 30 on board on March 12, 1948.[7] The wreckage was lost for nearly fifty years until being located in 1997. The exact cause of the accident was never determined.
- **Wien Air Alaska Flight 99** crashed into Sevuokuk Mountain while on approach to Gambell, Alaska through heavy fog on August 30, 1975. 10 people on board were killed on impact and in the subsequent fire.[8]
- **Wien Consolidated Airlines Flight 55** crashed into Pedro Bay, killing all 39 on board on December 2, 1968, after encountering extreme air turbulence and suffering structural failure.[9] The accident is the third-worst accident involving a Fairchild F-27.[10]

Arizona

1:01 AM

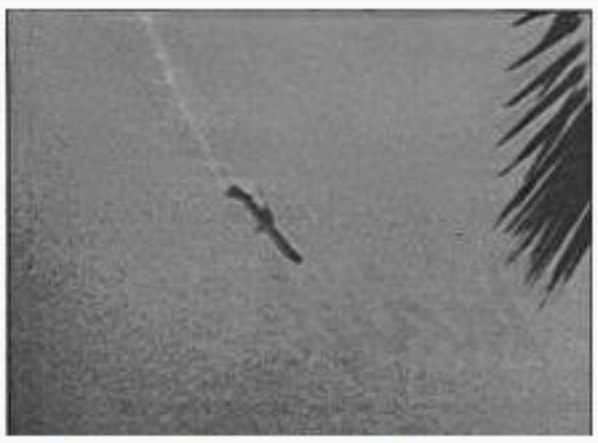
Arizona

- **Grand Canyon Airlines Flight 6** collided with a Bell 206 helicopter over Grand Canyon National Park on June 18, 1986. All 25 passengers and crew on board the two aircraft were killed.[11]
- United Airlines Flight 718 and TWA Flight 2 **collide over the Grand Canyon** on June 30, 1956, killing all 128 aboard both aircraft. A Civil Aeronautics Board investigation determined that the aircraft had been flying in each other's blind spots and did not see each other prior to impact.[12]

Arkansas

- **American Airlines Flight 1420** overran the runway while attempting to land at Little Rock National Airport on June 1, 1999. The pilots decided to land though heavy winds and wind shear exceeded the safety limits for the aircraft, and in their rush to land they made a number of critical errors that led to the flight's crash. The captain and ten passengers were killed on impact.[13]
- **Texas International Airlines Flight 655** crashed into Black Fork Mountain on September 27, 1973, killing all 8 passengers and 3 crewmembers. The pilots had descended below the minimum altitude for the area while attempting to circumnavigate a thunderstorm.[14]

California



Aeroméxico Flight 498 falling to the ground immediately after colliding with a Piper Archer.



JetBlue Airways Flight 292 executes an emergency landing after its nose gear locked in an irregular position.

- 75 passengers on board **Aerolíneas Argentinas Flight 386** fell ill with cholera after eating contaminated shrimp on 20 February 1992 between Lima, Peru and Los Angeles. One person died.[15]
- **Aeroméxico Flight 498** collided with a Piper Archer on August 31, 1986. All 64 people on both aircraft were killed. The stricken aircraft plummeted into Cerritos, California, killing an additional 15 on the ground.[16]
- **Alaska Airlines Flight 261** went down on January 31, 2000, in the Pacific Ocean about 2.7 miles (4.3 km) north of Anacapa Island, California. The two pilots, three cabin crew members, and 83 passengers on board were killed, and the aircraft was destroyed.[17]
- **American Airlines Flight 28** collided with a US Army Air Corps B-34 bomber over Chino Canyon after the army pilot's

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- **American Airlines Flight 28** collided with a US Army Air Corps B-34 bomber over Chino Canyon after the army pilot's reckless flying severed the airliner's tail. All twelve on board Flight 28 were killed; both army pilots survived.[18]
- **BCPA Flight 304** crashed during its initial approach towards San Francisco International Airport on October 29, 1953, killing all 19 people on board, including the American pianist William Kapell[19]
- **Flying Tiger Line Flight 282** crashed near the top of Sweeney Ridge in San Bruno on December 24, 1964.[20]
- **Golden West Airlines Flight 261** collided in mid-air with a Cessna 150 (N11421) near Whittier, California on January 9, 1975.[21]
- **Hawthorne Nevada Airlines Flight 708** crashed into the tallest mountain in the Continental United States, Mount Whitney, near Lone Pine, on February 18, 1969, killing all 35 passengers and crew on board.[22]
- **Hughes Airwest Flight 706** collided with a fighter jet on June 6, 1971, and crashed into the San Gabriel Mountains near Duarte, California, killing all 49 people aboard.[23]
- **Japan Airlines Flight 2** accidentally landed in San Francisco Bay while attempting to land at San Francisco International Airport during heavy fog on November 22, 1968.
- **JetBlue Airways Flight 292** executed an emergency landing on September 21, 2005, in Los Angeles International Airport after the nose wheels of the landing gear jammed in an abnormal position. No one was injured.[24]
- **Pacific Air Lines Flight 773** crashed near San Ramon, California on May 7, 1964, after a passenger shot the flight crew and killed himself, causing the plane to crash and killing all 44 on board.[25]
- **Pan Am Flight 7** crashed into the Pacific Ocean while en route to Hawaii on November 8, 1957, killing all on board. The reason for the crash was never determined.[26]
- **Pan Am Flight 845** struck the Approach Light Structure (ALS) navigational aids at the end of San Francisco International Airport's runway 01R on takeoff for Tokyo on July 30, 1971.[27]
- **Pan Am Flight 1104** crashed into a mountain near Boonville, California on January 21, 1943, killing all on board, including Rear-Admiral Robert Henry English, Commander of the U.S. Pacific Submarine Fleet.[28]
- **PSA Flight 182** collided with a Cessna over San Diego on September 25, 1978, killing all 144 people on both aircraft. It is the deadliest aircraft disaster in California history, the first fatal Pacific Southwest Airlines incident, and, at the time, the deadliest aircraft incident in the United States.[29]
- **PSA Flight 1771** crashed near Cayucos, California on December 7, 1987, after being hijacked and by a disgruntled former airline employee.[30]
- **Scandinavian Airlines Flight 933** crashed in Santa Monica Bay, approximately 6 nautical miles (11 km) west of the Los Angeles International Airport on January 13, 1969.[31]
- **Southwest Airlines Flight 1455** overran the runway upon landing at Burbank-Glendale-Pasadena Airport on March 5, 2000.[32]
- **USAir Flight 1493** collided while attempting to land with a plane attempting to take off on the same runway in Los Angeles, California on February 1, 1991.[33]
- **United Airlines Trip 34** crashed into Rice Canyon, California on December 27, 1936, killing all 12 passengers and crew.
- **United Airlines Flight 266** crashed into Santa Monica Bay four minutes after takeoff on January 18, 1969.[34]
- **United Airlines Flight 615** crashed into mountainous terrain 15 miles (24 km) southeast of Oakland, careened into Tolman Peak and over its knoll, scattering on the downslope and into Dry Gulch Canyon below in a fiery explosion August 24, 1951. All 50 persons on board perished.[35]
- **Western Air Express Flight 7** crashed into Pinetos Peak northeast of San Fernando on January 12, 1937, killing five, including adventurer and documentary filmmaker Martin Johnson of Martin and Osa Johnson fame.[36]
- A TWA Douglas DC-2 **crashed** into Yosemite National Park while attempting to divert to Fresno during severe weather on 1 March 1938.[37]

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Colorado

- A chartered Avjet Gulfstream III business jet **crashed** into terrain while on instrument approach to Aspen-Pitkin County Airport, Aspen, Colorado, killing all 18 on board.[38]
- **Continental Airlines Flight 1404** crashed while taking off from Denver on December 20, 2008, resulting in 2 critical injuries and 36 non-critical injuries. The aircraft was written off.[39]
- **Continental Airlines Flight 1713** crashed on take-off in a snowstorm from the Denver, Colorado Stapleton International Airport on November 1, 1987. The crash resulted in the deaths of 28 of the aircraft's occupants while 54 survived. The airplane was destined for Boise, Idaho.[40]
- **United Airlines Flight 585** crashed while attempting to land at Colorado Springs Airport on March 3, 1991[41]
- **United Airlines Flight 610** crashed near Denver on June 30, 1951, killing all 50 people on board.[42]
- **United Airlines Flight 629** exploded over Longmont, Colorado on November 1, 1955, due to a bomb placed on the aircraft by John Gilbert Graham as part of an attempt to collect insurance money.[43]
- **United Airlines Flight 663** was the location of a "minor international incident" on April 7, 2010, involving a Qatari diplomat on the leg of a United Airlines flight from Ronald Reagan Washington National Airport to Denver International Airport. The diplomat prompted a mid-air terrorism alert after smoking in the airplane lavatory, which led the Qatari government to recall him two days later.
- **United Airlines Flight 859** crashed during landing at Stapleton International Airport, Denver, Colorado on July 11, 1961. The aircraft slammed into several airport vehicles, including construction equipment, and caught fire, killing 18 (including one on the ground) and injuring 104 from a total of 122 people on board.[44]

Connecticut

- **American Airlines Flight 1572** crashed while attempting to land at Bradley International Airport due to incorrect altimeter setting, on November 12, 1995.[45]

District of Columbia



Air Florida Flight 90 submerged in the Potomac River.

- **Air Florida Flight 90** crashed in Potomac River in 1982 after hitting 14th Street Bridge in Washington, D.C. shortly after takeoff from Washington National Airport in Arlington County, Virginia, during icy conditions. The captain declined to de-ice the aircraft after waiting on the runway for nearly an hour and did not turn on the engine deicers, causing a fatal buildup of ice on the wings and insufficient engine thrust.[46] Four passengers and a flight attendant survived.
- **Eastern Air Lines Flight 537** collided with a Lockheed P-38 Lightning on November 1, 1949, killing all but the P-38

Florida



The engine of Delta Air Lines Flight 1288 after it experienced catastrophic turbine failure on July 6, 1996.

- Airborne Transport airliner ***NC16002*** disappeared the night of December 28, 1948, near the end of a scheduled flight from San Juan, Puerto Rico to Miami, Florida. The aircraft was never found, and the case remains unsolved.[48]
- **America West Flight 556** was ordered back to terminal after pilots were suspected of being drunk on 1 July 2002.[49]
- **Chalk's Ocean Airways Flight 101** crashed off Miami Beach, Florida due to structural failure, December 19, 2005.[50]
- **Comair Flight 5054** experienced severe icing conditions resulting in a rapid loss of altitude on March 19, 2001. The crew was able to recover control of the aircraft and made a successful emergency landing at West Palm Beach Airport.
- **Cubana de Aviación Flight 493** collided with a US Navy Beechcraft SNB-1 Kansan on April 25, 1951, killing all on both aircraft.[51]
- **Delta Air Lines Flight 1288** experienced an uncontained, catastrophic turbine engine failure during takeoff at Pensacola on July 6, 1996. Debris from the front compressor hub of the engine penetrated the fuselage, killing two passengers.[52]
- **Eastern Air Lines Flight 346** crashed and burned while landing at Fort Lauderdale-Hollywood International Airport on May 18, 1972.
- **Eastern Air Lines Flight 401** crashed into the Everglades on December 29, 1972, while attempting to land in Miami, Florida.[53]
- **Eastern Air Lines Flight 855** lost three engines but managed to land safely at Miami International Airport on May 5, 1980.
- **National Airlines Flight 16** crashed into the water after overshooting the runway in Lakeland, Florida on October 5, 1945. Two passengers drowned.
- **National Airlines Flight 193** crashed into Escambia Bay, sinking in 12 feet (3.7 m) of water, on May 8, 1978, due to heavy fog. Three passengers drowned while attempting to exit the aircraft.[54]
- **Northwest Airlines Flight 5** suffered an in-flight engine failure due to improper maintenance procedures on January 4, 1990. The engine separated from the wing and landed in a field near Madison, Florida.
- **Northwest Orient Airlines Flight 705** broke up in midair and crashed into the Everglades shortly after taking off in a severe thunderstorm on February 12, 1963.
- **PBA Flight 1039** crashed upon takeoff from Jacksonville International Airport on December 6, 1984, killing all 13 passengers and crew.
- **Southern Airways Flight 49** was successfully hijacked by three passengers and forced to fly to Cuba on November 10, 1972. Cuba returned the airplane, crew, passengers, and ransom money to the US and sentenced the hijackers to prison.
- **ValuJet Flight 592** crashed in the Florida Everglades on 11 May 1996 when a fire started in a cargo hold during takeoff. All 110 on board were killed.[55]

Georgia

Hawaii

Georgia

- **Atlantic Southeast Airlines Flight 529** crashed near Carrollton, Georgia on August 21, 1995, due to mechanical failure. Nine of the 29 passengers and crew on board eventually died due to injuries suffered in the accident.[56]
- **Atlantic Southeast Airlines Flight 2311** crashed near Brunswick, Georgia, on April 5, 1991, killing all 23 passengers and crew, including former U.S. Senator John Tower and astronaut Sonny Carter.[57]
- **Eastern Air Lines Flight 21** crashed while preparing to land at Candler Field on February 26, 1941. Eight of the 16 on board were killed. Among the injured was Eastern Air Lines president and World War I hero Eddie Rickenbacker.[58]
- **Southern Airways Flight 242** executed a forced landing on a highway in New Hope, Paulding County, Georgia after suffering hail damage and losing thrust on both engines in a severe thunderstorm on April 4, 1977. 62 out of 85 passengers and crew on board were killed, as well as 9 more on the ground.[59]

Hawaii



Pan Am Flight 6 is forced to make an emergency water landing in the Pacific Ocean on October 16, 1956.

- The **1955 Hawaii R6D-1 crash** occurs in which a Douglas R6D-1 Liftmaster crashes into the Waianae Range in Oahu, killing all 66 people on board. This accident remains the deadliest air disaster in Hawaii.[60]
- **Aloha Airlines Flight 243** suffered explosive decompression when the passenger roof blew off during an inter-island flight on April 28, 1988. A flight attendant was killed, and the plane landed safely at Kahului Airport.[61]
- **Pan Am Flight 830** made an emergency landing in Honolulu after a terrorist bomb exploded, killing a single passenger on August 11, 1982.[62]
- **Pan Am Flight 6** is forced to make an emergency water landing in the Pacific Ocean northeast of Hawaii after two of its four engines failed on October 16, 1956. There were only a few minor injuries and no fatalities.[63]
- **United Airlines Flight 811** experienced a cargo door failure in flight on Friday, February 24, 1989, after its stopover at Honolulu International Airport, Hawaii. The resulting explosive decompression blew out several rows of seats, killing 9 passengers.[64]

Illinois

- **American Airlines Flight 191** lost control and crashed immediately after take-off at O'Hare International Airport, Chicago on May 25, 1979. Its No. 1 engine had been severed on the runway.[65]
- **American Airlines Flight 444** was attacked by the Unabomber on November 15, 1979, near Chicago Illinois. The bomb planted in the cargo hold malfunctioned, but 12 passengers had to be treated for smoke inhalation.
- **Northwest Orient Airlines Flight 706** crashed during take-off from O'Hare International Airport on September 17, 1961, killing all 37 on board. The co-pilot's control of the aileron boost unit had been disconnected during maintenance.[66]
- **Southwest Airlines Flight 1248** slid off the runway while landing in a snowstorm at Chicago Midway Airport on December 8, 2005. The aircraft crashed into automobile traffic, killing a 6-year-old boy in a car.[67]
- **United Airlines Flight 389** crashed into Lake Michigan near Lake Forest, Illinois on August 16, 1965, killing all 30 on

Indiana

- **Allegheny Airlines Flight 853** crashed southeast of Indianapolis, Indiana on 9 September 1969 due to collision with a private plane, killing all 83 people aboard both aircraft.[70]
- **American Eagle Flight 4184** crashed near Roselawn, Indiana due to icing on 31 October 1994, killing all 68 on board.[71]
- **Northwest Orient Airlines Flight 710** crashed near Cannelton, Indiana on March 17, 1960, killing all 57 passengers and 6 crewmembers.[72]
- **United Airlines tail number NC13304** was destroyed by a bomb on 10 October 1933 near Chesterton, Indiana, in what is thought to be the first proven act of air sabotage in the history of commercial aviation.[73]

Iowa

- A Beechcraft Bonanza crashed near Clear Lake, Iowa on February 3, 1959, **killing three American rock 'n' roll musicians**: Buddy Holly, Ritchie Valens, and J. P. "The Big Bopper" Richardson.
- **United Airlines Flight 232** - Crash-landed at Sioux Gateway Airport in Sioux City after explosion of the No. 2 engine destroyed all three hydraulic systems

Kansas

- **TWA Flight 599** crashed near Cottonwood Falls, Kansas on March 31, 1931, killing all eight aboard, including University of Notre Dame football coach Knute Rockne.[74]

Kentucky

- **Air Canada Flight 797** - Emergency landed at Cincinnati/Northern Kentucky International Airport; fire consumed much of the aircraft
- **Air Tahoma Flight 185** ran out of fuel and crashed as it approached the runway at Cincinnati/Northern Kentucky International Airport on August 13, 2004. One person, the first officer, was killed.[75]
- **American Airlines Flight 63** lost control due to severe turbulence and violent downdrafts and crashed near Trammel, Kentucky, killing 20 out of 22 people on board.[76]
- **American Airlines Flight 383** crashed on approach to Cincinnati/Northern Kentucky International Airport on November 8, 1965, and only 3 passengers and 1 flight attendant survived.[77]
- **Comair Flight 191** crashed while attempting to take off from Blue Grass Airport on August 27, 2006, killing all 47 passengers and 2 out of 3 crewmembers.[78]
- **Comair Flight 444** crashed shortly after takeoff from Cincinnati/Northern Kentucky International Airport on October 8, 1979, killing all on board.[79]
- The **1955 Cincinnati mid-air collision** between a TWA Martin 2-0-2 and a Douglas DC-2 on January 12, 1955, killing all on board both aircraft.
- **TWA Flight 128** struck trees on final approach and crashed 9,357 feet (2,852 m) short of the runway at Cincinnati/Northern Kentucky International Airport on November 20, 1967.[80]
- **TWA Flight 159** rolled off the runway after the captain aborted a takeoff at Cincinnati/Northern Kentucky International Airport on November 6, 1967. The aircraft crashed and caught fire. One passenger died later of injuries sustained during the crash.[81]

Louisiana

- **Eastern Air Lines Flight 304** crashed into Lake Pontchartrain on February 25, 1964, killing all 58 on board.[82]
- **National Airlines Flight 967** disappeared over the Gulf of Mexico near New Orleans on November 16, 1959, with 42 passengers and crew on board. Several bodies and some scattered debris were recovered, though the main section of wreckage was never found. The cause was presumed to be a bombing, though investigators were unable to prove it.
- **Pan Am Flight 759** - Crashed in Kenner, Louisiana shortly after takeoff from New Orleans.

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- **Pan Am Flight 759** - Crashed in Kenner, Louisiana shortly after takeoff from New Orleans.
- **TACA Flight 110** made a successful deadstick landing on a grass levee at NASA's Michoud Assembly Facility in eastern New Orleans after losing thrust in both engines on May 24, 1988. There were no casualties or serious injuries.

Maine

- **Bar Harbor Airlines Flight 1808** crashed short of the runway at Bangor International Airport on August 25, 1985, killing all on board, including 13-year-old Samantha Smith, the "Goodwill Ambassador" to the Soviet Union.[83]
- **TWA Flight 277** crashed into Fort Mountain in Baxter State Park on June 20, 1944. Heavy wind and rain had blown the C-54 Skymaster off-course, and the pilot suffered a bout of spatial disorientation and did not realize his position in relation to the mountain. The pilot and all six passengers were killed.

Maryland

- **Capital Airlines Flight 75** crashed in Chase, Maryland on 12 May 1959 due to a weather-induced loss of control. All perished.[84]
- The rudder on board **MetroJet Flight 2710** malfunctioned, causing the jet to roll violently on February 23, 1999. The crew was able to regain control and landed safely at Baltimore-Washington International Airport.
- **Pan Am Flight 214** crashed near Elkton, Maryland, on 8 December 1963 after being struck by lightning.[85]

Maryland

- **Capital Airlines Flight 75** crashed in Chase, Maryland on 12 May 1959 due to a weather-induced loss of control. All perished.[84]
- The rudder on board **MetroJet Flight 2710** malfunctioned, causing the jet to roll violently on February 23, 1999. The crew was able to regain control and landed safely at Baltimore-Washington International Airport.
- **Pan Am Flight 214** crashed near Elkton, Maryland, on 8 December 1963 after being struck by lightning.[85]
- **United Airlines Flight 297** crashed near Columbia, Maryland on 23 November 1962 after a bird strike.[86]

Massachusetts

- **Air New England Flight 248** crashed on approach to Barnstable Municipal Airport on June 17, 1979. The cause was determined to be pilot fatigue. One crew member was killed.
- **Aer Lingus Flight 132**, an Airbus A330 "St. Maeve" and US Airways Flight 1170, a Boeing 737 almost collide while both were taking off on intersecting runways at Logan International Airport, Boston.
- **Colgan Air Flight 9446** crashed into the water off of Yarmouth, Massachusetts shortly after takeoff on August 26, 2003. Improper maintenance and pilot error led to a loss of control in-flight. The pilot and co-pilot, the only people on board, perished.
- **Delta Air Lines Flight 723** crashed while landing at Logan International Airport on July 31, 1973, killing all 89 on board.
- **Eastern Air Lines Flight 375** crashed on takeoff from Logan International Airport on October 4, 1960. 10 survived.[87]
- **EgyptAir Flight 990** plummeted into the Atlantic Ocean, about 60 miles (97 km) south of Nantucket Island, killing all 217 people on board.
- **World Airways Flight 30** overshot the runway due to icy conditions on January 23, 1982, killing 2 passengers.

Michigan

- **Capital Airlines Flight 67** crashed on final approach to Freeland Tri-City Airport during a severe snowstorm on April 6, 1958.[88]
- **Comair Flight 3272** - Crashed on approach to Detroit Metropolitan Wayne County Airport, near Detroit.[89]
- **Northwest Airlines Flight 253** was the target of the attempted al-Qaida "Christmas Day bombing" on December 25, 2009. Nigerian-born Umar Farouk Abdulmutallab attempted to detonate plastic explosives concealed in his underwear, but was stopped by other passengers.
- **Northwest Airlines Flight 255** - Crashed after takeoff from Detroit Metropolitan Wayne County Airport, near Detroit
- **Northwest Airlines Flight 299** collided with **Northwest Airlines Flight 1482** on an active runway at Detroit Metropolitan Wayne County Airport in heavy fog on December 3, 1990.[90] Seven passengers and one crewperson from Flight 1482 were killed.[91] There were no injuries on board Flight 299.[92]
- **Northwest Orient Airlines Flight 2501** disappeared on the night of June 23, 1950, over Benton Harbor on Lake Michigan. The plane was never found.[93]
- A **Trans-Canada Viscount Vickers** diverted to Windsor, Ontario after the blade of the propeller broke off and sliced through the passenger section of the cabin, killing one passenger and injuring four passengers and one flight attendant on July 9, 1956, while flying over Flat Rock, Michigan.[94]
- **TWA Flight 841** made an emergency landing at Detroit, Michigan after losing control and barrel-rolling at supersonic speeds on April 4, 1979. No fatalities occurred among the 82 passengers and seven crew members, though eight passengers reported minor injuries relating to high G forces. The exact cause of the accident is disputed.

Minnesota

- **Northwest Airlines Flight 188** lost contact with air traffic controllers and significantly overshot its destination when the pilots became distracted on October 21, 2009.

Missouri

Minnesota

- **Northwest Airlines Flight 188** lost contact with air traffic controllers and significantly overshot its destination when the pilots became distracted on October 21, 2009.

Missouri

- **Continental Airlines Flight 11**, a Boeing 707, near Unionville, Missouri due to bomb exploded by a passenger on May 22, 1962.[95]
- **Continental Airlines Flight 12** overran the runway at Kansas City Downtown Airport on July 1, 1965.[96]
- **Corporate Airlines Flight 5966** crashed on approach to Kirksville Airport on October 19, 2004, killing thirteen.
- **Ozark Air Lines Flight 809** crashed on approach to Lambert-St. Louis International Airport on July 23, 1973, after flying through a microburst generated by a severe thunderstorm; 38 of the 44 people on board perished.
- **Pinnacle Airlines Flight 3701** crashed on October 14, 2004, near Jefferson City, Missouri after engine flameout and subsequent pilot error.
- **TWA Flight 427** struck a Cessna 441 while on a takeoff roll at Lambert-St. Louis International Airport on November 22, 1994. The two people on board the Cessna were killed instantly.

Montana

- **Northwest Airlines Flight 1** crashed 0.5 miles (0.80 km) southwest of the Miles City, Montana airport on January 13, 1939, after a fire broke out in the cockpit.[97]
- **Northwest Airlines Flight 2** crashed into the Bridger Mountains about 12 miles (19 km) northeast of Bozeman, Montana, on January 10, 1938. This was the first fatal crash for Northwest Airlines.[98]

Nebraska

- **Braniff Flight 250** broke up midair and crashed near Falls City, Nebraska on August 6, 1966, after flying into an active squall line. All 42 on board killed.[99]

Nevada

- **Bonanza Air Lines Flight 114** crashed into a mountain about 8 miles (13 km) south of McCarran International Airport on November 15, 1964. The airplane immediately exploded, killing all 29 on board. This was the first and only fatal crash for the airline.
- **Galaxy Airlines Flight 203** crashed by Reno-Cannon International Airport about 1.5 miles (2.4 km) from the end of the runway and burst into flames on January 21, 1985. The only survivor was a 17-year-old passenger who was thrown clear of the plane.
- **TWA Flight 3** crashed into Mount Potosi 23 minutes after takeoff from Las Vegas on January 16, 1942. All 22 on board are killed, including movie star Carole Lombard.[100]
- **United Airlines Flight 736**, collided with a US Air Force F-100 Super Sabre fighter on a training mission near Las Vegas on April 21, 1958. All 47 aboard the airliner and both F-100 crew members are killed.

New Hampshire

- **Northeast Airlines Flight 946** crashed near Etna, New Hampshire on October 25, 1968, killing 32 passengers and crew. The NTSB determined that the plane was flying 600 feet (180 m) below its required altitude, though the reason for this is unknown. The NTSB report suggests that the pilots misjudged their altitude position during approach due to a lack of navigational aids on the aircraft and near the airport.[101]

New Jersey

New Jersey



FedEx Flight 14 at Newark International Airport after crashing and catching fire.

- **American Airlines Flight 6780** crashed into a house in Elizabeth, New Jersey, 3.4 miles (5.5 km) southeast of the airport on January 22, 1952. The cause of the crash was never determined. This was the first fatal crash of a Convair 240 [102]
- **Continental Airlines Flight 1883** accidentally landed on a taxiway instead of a runway at Newark Liberty International Airport, on October 28, 2006.
- **FedEx Flight 14** crashed during landing at Newark International Airport on July 31, 1997. The pilot was unable to slow down the descent of the aircraft, and it bounced and rolled on the runway, eventually coming to rest on its back and catching fire.[103]

New Mexico

- **TWA Flight 260** deviated from its prescribed flight path and crashed into the Sandia Mountains on February 19, 1955, for reasons unknown.[104][105]

New York



US Airways Flight 1549 crashed into the Hudson River on January 15, 2009

- **American Airlines Flight 1** crashed immediately after takeoff from Idlewild Airport (now JFK airport), New York City on 1 March 1962.[106]
- **American Airlines Flight 11** was hijacked after takeoff from Boston during the September 11, 2001, terrorist attacks. The aircraft was subsequently crashed into the North Tower of the World Trade Center in Manhattan, New York City.
- **American Airlines Flight 320** crashed in the East River on approach to LaGuardia Airport, New York City on 3 February 1959. 65 of the 73 people on board perished.[107]
- **American Airlines Flight 587** crashed in Belle Harbor, Queens, New York City after takeoff from John F. Kennedy International Airport on 12 November 2001.
- **American Airlines Flight 723** crashed in Colonie, New York while attempting to land at Albany Airport. All 28 people on board perished.
- **Avianca Flight 52** crashed at Cove Neck, Long Island, after running out of fuel on 25 January 1990.
- **Colgan Air Flight 3407** crashed six miles from the runway at Buffalo Niagara International Airport on February 12,

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- **Avianca Flight 52** crashed at Cove Neck, Long Island, after running out of fuel on 25 January 1990.
- **Colgan Air Flight 3407** crashed six miles from the runway at Buffalo Niagara International Airport on February 12, 2009.
- **Continental Charters Flight 44-2**, crashed into a ridge near Napoli, New York while en route to Buffalo, New York on December 29, 1951.
- **Eastern Air Lines Flight 66** crashed after striking the runway lights at Kennedy airport on 24 June 1975.[108]
- **Eastern Air Lines Flight 512** crashed during go-round after failing to land at Idlewild Airport in the fog on 30 November 1962. 25 people (4 crew, 21 passengers) perished.[109]
- **Eastern Air Lines Flight 663** crashed at Jones Beach State Park after takeoff from Kennedy airport when forced to evade inbound PanAm Flight 212 on 8 February 1965.[110]
- **Mohawk Airlines Flight 121** crashed during takeoff from Rochester-Monroe airport on July 2, 1963, killing 7 people and injuring 36.[111]
- **Mohawk Airlines Flight 405** crashed into a house on March 3, 1972, on final approach to Albany International Airport, killing 17 people.[112]
- **Mohawk Airlines Flight 411** crashed into Pilot Knob on November 19, 1969, killing all 14 passengers and crew on board.[113]
- **Northeast Airlines Flight 823** crashed on Rikers Island, New York City, during takeoff from LaGuardia Airport on 1 February 1957.[114]
- **Northwest Airlines Flight 6231** crashed near Stony Point, New York on December 1, 1974, due to pilot error. All 3 crew on board were killed.
- The **1965 Carmel mid-air collision** between TWA Flight 42 and Eastern Air Lines Flight 853 over Carmel, New York on December 4, 1965.[115]
- **TWA Flight 266** (inbound to Idlewild Airport) and United Airlines Flight 826 (inbound to LaGuardia Airport) collided over Miller Field, Staten Island, New York City on 16 December 1960. The TWA aircraft crashed at the site while the United aircraft continued flying for 8 miles until it crashed in the Park Slope section of Brooklyn.[116]
- **TWA Flight 800** exploded in mid-air and crashed into the Atlantic Ocean near East Moriches, New York on July 17, 1996, killing all 230 people on board.
- **TWA Flight 843** crashed and burst into flames after an aborted takeoff from John F. Kennedy International Airport on July 30, 1992. All 292 people on board were safely evacuated.

1:04 AM



United Flight 175 moments after impacting the South Tower of the WTC, Sept 11, 2001.

- **United Airlines Flight 175** was hijacked after takeoff from Boston during the September 11, 2001, terrorist attacks. The aircraft was subsequently crashed into the South Tower of the World Trade Center in Manhattan, New York City.
- **United Airlines Flight 521** failed to get airborne during takeoff on 29 May 1947. The aircraft overran the end of the runway, ripped through an airport fence, barreled through traffic on the Grand Central Parkway, and then slammed into an embankment before ultimately plunging into a pond and exploding.[117]
- **US Airways Flight 1549** was a commercial flight from LaGuardia Airport (LGA) in New York City to Charlotte/Douglas International Airport (CLT) in Charlotte, North Carolina that on January 15, 2009, made an emergency water landing in the Hudson River about six minutes after takeoff.
- **USAir Flight 405** crashed during takeoff from LaGuardia Airport on 22 March 1992.[118]
- **USAir Flight 5050** crashed during an aborted takeoff from LaGuardia Airport on 20 September 1989.

North Carolina

- **Air Midwest Flight 5481** crashed into an airport hangar and burst into flames 37 seconds after leaving Charlotte/Douglas International Airport, killing all 21 on board on January 8, 2003.[119]
- **Eastern Air Lines Flight 212** crashed while attempting to land in thick fog at Douglas Municipal Airport on September 11, 1974, killing 71 on board.[120]
- **National Airlines Flight 2511** exploded over Bolivia, North Carolina on 6 January 1960 when a passenger detonated dynamite in a suicide attempt.[121]
- **Piedmont Airlines Flight 22** collided with a Cessna 310 over Hendersonville, North Carolina on July 19, 1967, killing all on board both aircraft.[122]
- **Piedmont Airlines Flight 467** overran the runway after touchdown at Charlotte/Douglas International Airport on October 25, 1986. There were no fatalities.
- **US Airways Flight 1016** crashed while attempting to land during a severe thunderstorm at Charlotte/Douglas International Airport on July 2, 1994. Strong wind shear and a microburst caused the pilots to lose control of the aircraft; 37 people were killed and 20 survived.[123]

Ohio

- **Atlantic Coast Airlines Flight 6291** crashed on approach to Port Columbus International Airport, Ohio on January 7, 1994, killing five of nine people on board. The cause of the crash was attributed to pilot error.
- **Cal Poly football team plane crash** - October 29, 1960[124]
- **TWA Flight 553** collided in midair with a Beechcraft Baron on March 9, 1967, over Urbana, Ohio. All people on both aircraft were killed.[125]

Oregon

- **United Airlines Flight 173** ran out of fuel and crashed while attempting to land near Portland, Oregon on 28 December 1978. 10 of 189 people on board perished.[126]

Oregon

- **United Airlines Flight 173** ran out of fuel and crashed while attempting to land near Portland, Oregon on 28 December 1978. 10 of 189 people on board perished.[126]
- **West Coast Airlines Flight 956** crashed with eighteen fatal injuries and no survivors 5.5 miles (8.9 km) south of Wemme, Oregon on 1 October 1966. This was the first commercial loss of a Douglas DC-9.[127]

Pennsylvania

- **Commonwealth Commuter Flight 317** clipped the last tower of landing lights on final approach into the Johnstown Cambria County Airport in Johnstown, PA before slamming into an embankment on January 6, 1974. Twelve of seventeen people onboard perished.
- **Mohawk Airlines Flight 40** lost control and crashed over Blossburg, Pennsylvania on June 23, 1967, killing all 34 people on board. It was the deadliest disaster in the airline's history.[128]
- **TWA Flight 1**, a Douglas DC-2, crashed into Cheat Mountain, near Uniontown, Pennsylvania, approximately 10:20 a.m. Eastern Standard Time April 7, 1936, killing 12 of the 14 passengers and crew aboard.[129]
- **TWA Flight 400** crashed during takeoff from Greater Pittsburgh International Airport on April 1, 1956. Twenty-two of 36 people aboard were killed.[130]
- **TWA Flight 513** crashed near Reading on July 11, 1946, while on a training flight. TWA subsequently grounded its Constellation fleet for 30 days.[131]
- **United Airlines Flight 93** was hijacked after takeoff from Newark, New Jersey on September 11, 2001. Passengers fought the hijackers after learning of the incidents at the World Trade Center and the hijackers' plans to use the aircraft for terrorism; their battle ended when the plane to crashed into a field in Somerset County (*See also: September 11 Terrorist Attacks.*)[132]
- **United Airlines Flight 624** crashed on June 17, 1948, outside of Aristes, Pennsylvania, killing all 4 crew and 39 passengers aboard.[133]
- **USAir Flight 427** nosedived into the ground on its landing approach when the rudder on the Boeing 737-300 malfunctioned near Pittsburgh on September 8, 1994. All 132 passengers and crew were killed on impact.[134] This is the third-highest death toll of any accident involving the Boeing 737-300.

Rhode Island

- **US Airways Express Flight 3758** airplane slid off runway while landing at T.F. Green Airport on December 16, 2007. The flight, carrying 31 passengers and 3 crew members from Philadelphia, slid off the runway after landing shortly before 5 p.m. No injuries were reported and assumed the incident was related to the weather.[135]

South Carolina

- **Eastern Airlines Flight 45** collided with a US Army Air Force A-26 Invader bomber over northeastern South Carolina on July 12, 1945. One civilian, and two military personnel died.

South Dakota

- **Ozark Air Lines Flight 650** struck a snow plow while landing at Sioux Falls Regional Airport during a snowstorm on December 20, 1983. The driver of the snow plow was the only casualty.[136]

Tennessee

- **American Airlines Flight 2** crashed into the Mississippi River on February 10, 1944, killing all 24 on board. The cause of the crash remains unknown.
- **American Airlines Flight 63** crashed after ice formed on the wings and propeller near Centerville, Tennessee on October 15, 1943.[137]

South Dakota

- **Ozark Air Lines Flight 650** struck a snow plow while landing at Sioux Falls Regional Airport during a snowstorm on December 20, 1983. The driver of the snow plow was the only casualty.[136]

Tennessee

- **American Airlines Flight 2** crashed into the Mississippi River on February 10, 1944, killing all 24 on board. The cause of the crash remains unknown.
- **American Airlines Flight 63** crashed after ice formed on the wings and propeller near Centerville, Tennessee on October 15, 1943.[137]
- **Delta Air Lines Flight 516** crashed short of the runway while attempting to land at Chattanooga Metropolitan Airport on November 27, 1973. The cause was attributed to pilot error.
- **United Airlines Flight 823** crashed near Parrotsville, Tennessee after an uncontrollable fire broke out in the main cabin, killing all 39 passengers and crew on July 9, 1964.[138]

Texas

- **American Airlines Flight 157** crashed during final approach to Love Field in Dallas, Texas after the pilot lost control when an engine failed on November 29, 1949. 26 passengers and 2 flight attendants died.[139]
- **Braniff Flight 38** was hijacked on January 12, 1972, while en route to Dallas Love Field. All passengers and crew were able to escape safely in Dallas, and the hijacker was arrested.
- **Braniff Flight 352** broke up in mid air and crashed near Dawson, Texas after flying into a severe thunderstorm on May 3, 1968. All 85 on board were killed.[140]
- **Braniff Flight 542** disintegrated in mid-air near Buffalo, Texas on September 29, 1959. All 34 passengers and crew were killed.
- **American Airlines Flight 910** collided with a privately owned Temco Swift on June 28, 1952, while on approach to Dallas Love Field. Both people on board the Swift were killed and the aircraft was destroyed; Flight 910 landed safely with no injuries or fatalities.
- **Continental Airlines Flight 1760** made a safe landing through low clouds at the wrong airport on May 11, 1997. The flight landed safely at NOLF Cabaniss Field in Corpus Christi, Texas instead of their destination Corpus Christi International Airport, 5 nautical miles (9.3 km) to the southeast.[141]
- **Continental Express Flight 2574** crashed on descent in Eagle Lake, Texas, near Houston, on September 11, 1991.[142]
- **Delta Air Lines Flight 191** crashed upon landing in Dallas-Fort Worth International Airport in Dallas/Fort Worth on August 2, 1985.[143]
- **Delta Air Lines Flight 1141** crashed after takeoff from Dallas-Fort Worth Airport in Dallas/Fort Worth on August 31, 1988.[144]
- **Delta Air Lines Flight 9570** crashed at the Greater Southwest International Airport in Fort Worth, Texas during a training flight on May 30, 1972.[145]

Utah

- **United Airlines Flight 227** crashed short of the runway while attempting a scheduled landing at Salt Lake City International Airport, Salt Lake City, Utah on November 11, 1965.[146]
- **United Airlines Flight 608** crashed on October 24, 1947, about 1.5 miles (2.4 km) southeast of Bryce Canyon Airport, killing all on board.[147]
- Skywest Western Express Flight No. 1834, Jan 16, 1987, mid-air collision with small private plane, Salt Lake City, Utah

Virginia

Washington

Dallas Love Field. Both people on board the Swift were killed and the aircraft was destroyed; Flight 910 landed safely with no injuries or fatalities.

- **Continental Airlines Flight 1760** made a safe landing through low clouds at the wrong airport on May 11, 1997. The flight landed safely at NOLF Cabaniss Field in Corpus Christi, Texas instead of their destination Corpus Christi International Airport, 5 nautical miles (9.3 km) to the southeast.[141]
- **Continental Express Flight 2574** crashed on descent in Eagle Lake, Texas, near Houston, on September 11, 1991.[142]
- **Delta Air Lines Flight 191** crashed upon landing in Dallas-Fort Worth International Airport in Dallas/Fort Worth on August 2, 1985.[143]
- **Delta Air Lines Flight 1141** crashed after takeoff from Dallas-Fort Worth Airport in Dallas/Fort Worth on August 31, 1988.[144]
- **Delta Air Lines Flight 9570** crashed at the Greater Southwest International Airport in Fort Worth, Texas during a training flight on May 30, 1972.[145]

Utah

- **United Airlines Flight 227** crashed short of the runway while attempting a scheduled landing at Salt Lake City International Airport, Salt Lake City, Utah on November 11, 1965.[146]
- **United Airlines Flight 608** crashed on October 24, 1947, about 1.5 miles (2.4 km) southeast of Bryce Canyon Airport, killing all on board.[147]
- Skywest Western Express Flight No. 1834, Jan 16, 1987, mid-air collision with small private plane, Salt Lake City, Utah

Virginia

- **American Airlines Flight 77** was hijacked after takeoff from Dulles on September 11, 2001. Terrorists crashed the aircraft into The Pentagon in Arlington County, Virginia.[148]
- **Capital Airlines Flight 20** crashed into a farm in Charles City County, Virginia, on January 18, 1960, killing all 50 people on board.[149]
- **Eastwind Airlines Flight 517** suffered an in-flight rudder malfunction on June 9, 1996. The pilot was able to regain control of the Boeing 737-200, and the aircraft landed safely with only a single injury at Richmond International Airport.
- **Piedmont Airlines Flight 349** crashed into Bucks Elbow Mountain near Crozet, Virginia on October 30, 1959, killing all three crewmembers and 23 of 24 passengers.[150]
- **TWA Flight 514** crashed into Mount Weather during descent to Dulles International, on 1 December 1974.[151]

Washington

- **Northwest Airlines Flight 305** was hijacked by a man using the alias "D. B. Cooper" on November 24, 1971. Cooper ransomed the passengers for $200,000 and four parachutes, and then later jumped from the plane over Washington state. Cooper was never seen again, and the case remains the only unsolved US aircraft hijacking.
- **Northwest Orient Airlines Flight 2** ditched into Puget Sound just off the Seattle waterfront shortly after takeoff from the Seattle-Tacoma International Airport on April 2, 1956. All of those aboard survived the ditching and escaped the aircraft before it sank, but four passengers and one flight attendant subsequently died.[152]

West Virginia

- **Southern Airways Flight 932** crashed near Huntington-Tri-State/Milton Airport carrying the Marshall University Marshall Thundering Herd football squad, killing all on board.[153]
- **Southwest Airlines Flight 2294** made an emergency landing at Yeager Airport in Charleston, West Virginia after structural damage led to rapid depressurization of the passenger cabin on July 13, 2009. There were no fatalities.

Wisconsin

- **Midwest Express Airlines Flight 105** crashed just after takeoff from General Mitchell Airport, Milwaukee, Wisconsin on

Wisconsin

- **Midwest Express Airlines Flight 105** crashed just after takeoff from General Mitchell Airport, Milwaukee, Wisconsin on September 6, 1985, after suffering engine failure. All on board died during impact or in the post-crash fire.[154]
- **Northwest Airlines Flight 421** crashed near the Wisconsin-Minnesota border after flying into a thunderstorm on 29 August 1948. It was the first loss of a Martin 2-0-2 aircraft, and the worst disaster involving a Martin 2-0-2 to date.[155]

Wyoming

- **United Airlines Trip 4** crashed near Silver Crown, Wyoming on October 7, 1935. The Bureau of Air Commerce determined the cause was pilot error. All 12 aboard perished.
- **United Airlines Flight 409** crashed into Medicine Bow Peak, near Centennial, Wyoming, on October 6, 1955, killing all 66 people on board. At the time, this was the worst crash in U.S. commercial aviation history.[156]
- **Western Airlines Flight 470** overran the runway at Casper/Natrona County International Airport on March 31, 1975. All 99 people on board the aircraft survived.

U.S. Territories

American Samoa

- **Pan Am Flight 806** crashed on approach to Pago Pago International Airport on January 30, 1974, killing all 97 people on board.[157]
- The **Samoan Clipper**, one of ten Pan American Airways Sikorsky S-42 flying boats, exploded over Pago Pago, American Samoa on January 11, 1938.[158]

Guam (United States)

- **Korean Air Flight 801** crashed on 6 August 1997 on approach to Antonio B. Won Pat International Airport, Guam.[159] 228 of the 254 people aboard the Boeing 747 perished in the crash. It is the deadliest crash in Guam to date, and the 9th deadliest crash involving a 747.[160]

Puerto Rico

- **American Eagle Flight 5401** crashed while landing in San Juan on May 9, 2004.[161]
- **Prinair Flight 191** crashed while attempting to land at Mercedita Airport on June 24, 1972. Five people died in the accident.[162]

U.S. Virgin Islands

- **American Airlines Flight 625** crashed at St. Thomas, U.S. Virgin Islands on April 27, 1976, due to pilot error. 37 people on board perished.[163]

Deadliest incidents

References

External links

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Deadliest incidents

This is a list of all airliner incidents in the United States or US territories that have resulted in at least 100 fatalities. They are listed by death toll, and include any ground fatalities and injuries, as well as any survivors on board the aircraft.

Rank	Date	Fatalities	Injuries	Survivors	Article	Location	Comments
1.	September 11, 2001	2,996 (including 265 on board the airliners)	6,000+ (ground)	0	American Airlines Flight 11, American Airlines Flight 77, United Airlines Flight 175 and United Airlines Flight 93	New York City, New York, Arlington, Virginia, Shanksville, Pennsylvania	hijacking of 4 commercial airliners by 19 al-Qaeda terrorists
2.	May 25, 1979	273 (including 2 on the ground)	5 (ground)	0	American Airlines Flight 191	Des Plaines, Illinois	
3.	November 12, 2001	265 (including 5 on the ground)	1 (ground)	0	American Airlines Flight 587	Queens, New York	
4.	July 17, 1996	230	0	0	TWA Flight 800	Atlantic Ocean, near Moriches, New York	
5.	August 6, 1997	228	26	26	Korean Air Flight 801	Nimitz Hill, Guam	only incident in a US territory to result in 100+ fatalities
6.	October 31, 1999	217	0	0	EgyptAir Flight 990	Atlantic Ocean, near Nantucket, Massachusetts	
7.	August 16, 1987	156 (including 2 on the ground)	6 (including 5 on the ground)	1	Northwest Airlines Flight 255	Romulus, Michigan, (a suburb of Detroit)	
8.	July 9, 1982	153 (including 8 on the ground)	4 (ground)	0	Pan Am Flight 759	Kenner, Louisiana	
9.	September 25, 1978	144 (including 7 on the ground)	9 (ground)	0	PSA Flight 182	San Diego, California	
10.	August 2, 1985	137 (including 1 on the ground)	28 (including 1 on the ground)	27	Delta Airlines Flight 191	Dallas-Fort Worth International Airport, Texas	
11.	December 16, 1960	134 (including 6 on the ground)	unknown	0	1960 New York air disaster	Brooklyn, New York and Staten Island, New York	
12.	September 8, 1994	132	0	0	US Air Flight 427	Pittsburgh, Pennsylvania	
13.	June 30, 1956	128	0	0	1956 Grand Canyon mid-air collision	Grand Canyon, Arizona	
14.	June 24, 1975	113	11	11	Eastern Air Lines Flight 66	Jamaica, New York	
15.	September	111	0	0	Alaska Airlines Flight 1866	near Juneau,	

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TWA Flight 599

TWA Flight 599	
Accident summary	
Date	March 31, 1931
Summary	Structural failure
Site	Bazaar Township, Chase County, Kansas, US 38°14'09"N 96°35'12"W
Passengers	6
Crew	2
Injuries	0
Fatalities	8 (all)
Survivors	0
Aircraft type	Fokker F.10
Operator	Transcontinental and Western Air
Registration	NC999E
Flight origin	Kansas City, Missouri
Stopover	Wichita, Kansas
Destination	Los Angeles, California



Knute Rockne memorial on the Kansas Turnpike.

The 1931 crash of a wood-winged Fokker F-VII tri-motor airliner, **TWA Flight 599**, in the Kansas prairie -- which killed popular sports hero Knute Rockne and 7 others -- was one of the most historic crashes in world aviation history. The infamous disaster brought radical changes to airline regulations, operations and aircraft -- ultimately forcing a radical change in the state of the art of aviation. The 'Rockne Crash' (as it is often referred to) stimulated radical advances in aircraft design and development, and airline industry practices. The result was a pivotal improvement in airline safety, profitability and popularity.[1][2]

The Crash

Transcontinental and Western Air Flight 599 was a Fokker F.10 Trimotor en route from Kansas City, Missouri, to Los Angeles, California, on March 31, 1931. On the first leg of the flight, from Kansas City to Wichita, Kansas, the airplane crashed into an open field a few miles southwest of Bazaar, Kansas; all eight on board died, including famed football coach Knute Rockne, of the University of Notre Dame[1][2]

It is often claimed that Flight 599 went down in or shortly after a thunderstorm, but meteorological records show that there was no significant convective activity at the time.

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The accident was arguably caused by the composition of the aircraft.

The wings of Fokker Trimotors were manufactured out of wood laminate; in this instance, moisture had leaked into the interior of one wing over a period and had weakened the glue bonding the structural members (called struts or spars) that prevented the wing from fluttering in flight. One spar finally failed; the wing developed uncontrolled flutter and separated from the aircraft.

Questions have been raised about the exact sequence of events in the crash, and eyewitness accounts raise further questions about the exact sequence of events and the associated technical analysis.

Among the issues speculated (and some say *indicated*) is that the craft may have been dealing with turbulence, or icing on the aircraft, or both -- which could have resulted in flying conditions that may have led to control difficulty, and an overstressing of the wing. (As evidence, some cite the co-pilot's radio call to Wichita, an hour into the flight, saying "The weather here is getting tough. We're going to turn around and go back to Kansas City.") [1]

In any case, the structural condition of the wooden wing is widely agreed to have been at least a significant contributory factor.[1][2]

Public Impact and Aviation Legacy

Although the accident is best known for the death of Knute Rockne, it also caused major changes in American aviation that radically transformed airline safety worldwide. Other comparable crashes had occurred before, but this one -- killing a popular national hero, Rockne -- brought a national outcry and obsession with getting "answers to the mystery", and a demand for solutions to prevent such disasters in the future.[1][2][3] The crash triggered a sequence of events that changed aviation forever:

- Rockne Mourned & Questions Raised
- Airline Regulation & Operations
- Aircraft Design & Technology
- Airline Safety Revolution

Rockne Mourned & Questions Raised

The most notable person aboard was Knute Rockne, head football coach at the University of Notre Dame, virtually a national hero. Revered as more than simply the winningest football coach of all time, Rockne - famed for coaching his players towards both victory and morality - was a beloved moral philosopher at the start of the Great Depression. Despite his Norwegian immigrant origins, he was regarded as the "All-American" icon of virtuous strength and honorable success.

Rockne was on his way to Los Angeles to participate in the production of the Hollywood motion picture *The Spirit of Notre Dame* (released October 13, 1931). Shortly before taking off from Kansas City Rockne stopped to visit his two sons, Bill and Knute Jr., who were in boarding school there. [4][1][2]

Rockne Mourned & Questions Raised

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The sudden, dramatic death of Rockne startled the nation, and triggered a national outpouring of grief, comparable to the deaths of presidents. President Herbert Hoover called Rockne's death "a national loss."[5][6] King Haakon VII of Norway (Rockne's birthplace) posthumously knighted Rockne, and sent a personal envoy to Rockne's massive funeral. Tens of thousands of people from around the world gathered at the funeral, which was broadcast around the globe.[7][8]

Driven by the public feeling for Rockne, the crash story played out at length in nearly all of the nation's newspapers, and gradually evolved into a demanding public inquiry into the causes and circumstances of the crash.[2][3][9][10]

Airline Regulation & Operations

At first, it brought changes to the operations of both TWA and the Aeronautics Branch of the US Department of Commerce, forerunner of today's FAA.

All Fokker Trimotors in U.S. airline service were temporarily grounded, and they were henceforth required to undergo more frequent and rigorous inspections and maintenance.[2][11] The expense of this, compounded with the bad publicity associated with Rockne's death, almost sank TWA -- while aircraft manufacturer Fokker suffered a serious blow to their reputation and sales.

The intense public interest in the cause of the accident forced the Department of Commerce to abandon their policy of keeping the results of aircraft accident investigations secret.[2][11][1]

Many references claim that the accident was also the impetus for the formation of the Civil Aeronautics Board, an independent investigative organization and the predecessor of the NTSB, but the CAB was not formed until 1940, after an accident involving US Senator Bronson M. Cutting underlined the department's conflicts of interest with respect to their associations with airlines and their provision and maintenance of navigational aids.[12]

Nevertheless, the Rockne crash created a public expectation for the U.S. government to provide objective reviews of crashes, and public release of the findings, beginning the tradition of public air crash investigation reports, which began to pinpoint and publicize blame for accidents, forcing safety improvements by both government and industry.[11][1][2]

Aircraft Design & Technology

The Flight 599 disaster discredited wood-framed aircraft, and it effectively forced airlines into all-metal aircraft. The result was a leap forward in aircraft design quality and safety, as manufacturers developed advanced all-metal designs under pressure from the airlines.[11][1][2][9]. Various aircraft safety innovations were proposed and promoted, largely in response to the crash.[10] Overall, the success and/or development of three key aircraft in aviation history were driven largely by the Rockne crash:

- **Ford Trimotor**:

Airlines first turned to the all-metal Ford Trimotor - a slow, boxy three-engined aircraft similar to the Flight 599 Fokker, but all-metal, and already available and in use at the time. Though slower than the Fokker and far more costly to build, the Ford offered sturdy all-metal construction and (in some cases) greater capacity.[13](p.106) [1][14]

- **Boeing 247**:

Boeing developed the first truly modern airliner, the Boeing 247, which ushered in key design features now common in

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Worst Plane Crashes In History And Their Aftermath

By Mark Johanson
on June 19 2013 10:54 PM

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Fires burning in New York's Belle Harbor neighborhood, from the crash of American Airlines Flight 587 which killed 265 people. Reuters

No. 1 Tenerife Airport Disaster (1977)

It was a bomb explosion at the nearby Gran Canaria Airport that forced KLM Flight 4805 and Pan Am Flight 1736 to divert to Los Rodeos Airport (now Tenerife North Airport) on March 27, 1977, for what would turn out to be a fateful day. A dense fog, lack of ground radar at the small airport and several miscommunications resulted in the two Boeing 747 passenger aircraft colliding on the runway in what remains to this day the deadliest accident in commercial aviation history. All 248 passengers and crew aboard the KLM flight perished, along with 335 of the 396 people aboard the Pan Am flight, resulting in a staggering death toll of 583.

Lasting Impact: Air traffic control phraseology was

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Worst Plane Crashes In History And Their Aftermath

By Mark Johanson
on June 19 2013 10:54 PM

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Fires burning in New York's Belle Harbor neighborhood, from the crash of American Airlines Flight 587 which killed 265 people. Reuters





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Date: May 31, 2013 **Time:** 12:11
Location: Moosonee, Ontario
Operator: Ornge Air Ambulance
AC Type: Sikorsky S-76
Reg: ?
Aboard: 4 **Fatalities:** 4 **Ground:** 0
Route: Moosonee- Attawapiskat
Details: The air ambulance helicopter cashed 0.7 miles from its departure point. The pilot, copilot and two paramedics were killed. The helicopter was headed to Attawapiskat to pick up a patient.



Date: May 16, 2013 **Time:** 08:30
Location: Jomsom, Nepal
Operator: Royal Nepal Airlines
AC Type: de Havilland Canada DHC-6 Twin Otter 300
Reg: 9N-ABO **cn:** 638
Aboard: 21 **Fatalities:** 0 **Ground:** 0
Route: Pokhara - Jomsom
Details: While attempting to land, the passenger plane slid off the runway, went down an embankment and came to rest on the shore of the Kaligandaki River. Four passengers received critical injuries.



THIS DAY IN
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General Interest

May 25, 1979:
Worst air crash in U.S. history

‹ PREV DAY May 25 NEXT DAY ›

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On Friday afternoon, Memorial Day weekend, American Airlines Flight 191, a Los Angeles-bound DC-10, takes off at 3:03 p.m. from Chicago-O'Hare International airport with 271 aboard. As Flight 191 raised its nose during the initial stage of the takeoff, an engine under the left wing broke off with its pylon assembly and fell to the runway. The aircraft climbed to about 350 feet above the ground and then began to spin to the left, continuing its leftward roll until the wings were past the vertical position, with the nose pitched down below the horizon. Moments later, the aircraft crashed into an open field about a half-mile from its takeoff point, killing all 271 people aboard and two others in a nearby trailer park. It was the worst domestic air crash in U.S. history.

Fact Check *We strive for accuracy and fairness. But if you see something that doesn't look right,* ***contact us!***

‹ PREV DAY May 25 NEXT DAY ›

This Week in History, *May 25 - May 31*

May 25, 1660	The English Restoration
1787	Constitutional Convention begins
1793	Catholic priest ordained in America
1979	Worst air crash in U.S. history
May 26, 1637	Pequot massacres begin
1864	Montana Territory created
1868	President Johnson acquitted
1896	Czar Nicholas II crowned
May 27, 1703	St. Petersburg founded by Peter the Great
1905	The Battle of Tsushima Strait



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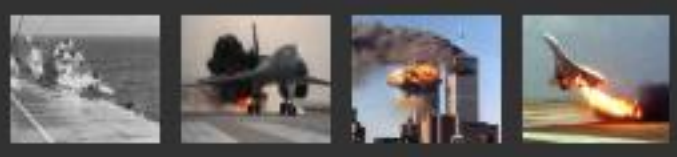

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The Deadliest Airplane Accidents in History



Photo: USNavy



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US fighter plane crash-landing fatally on aircraft carrier.

If it were possible to freeze those horrible events in time at the instant disaster struck, perhaps we could explain why they happened. Yet whatever the causes, there are few things that can be more traumatic than a plane crashing with a huge loss of life.

Written by: tonyleather

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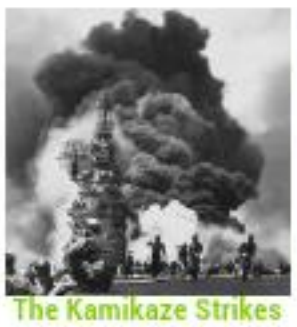

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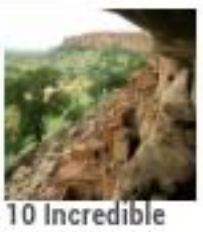

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The Deadliest Airplane Accidents in History



Photo: United States Federal Government






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American B1 bomber with engines on fire as it lands.

There is little that can terrify as much as a plane crash, even more so when it was no accident. Pan-Am Flight 103 was a Boeing 747-121 that was destroyed by a terrorist bomb over the town of Lockerbie, Scotland on December 21, 1988. 243 passengers, 16 crew and 11 people on the ground, all residents of one street in Lockerbie, died because of this mindless act, making it the worst terrorist attack ever involving an aircraft in the UK.

Written by: tonyleather

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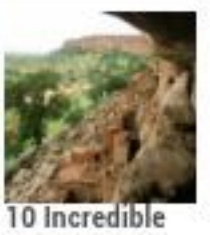
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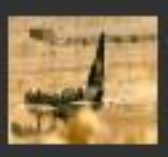
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The Deadliest Airplane Accidents in History



Photo: Charles H. Faulker, BM1, USN



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F6-3 Fighter plane crashes when landing on carrier.

Every fatal plane crash is a tragedy, be it military or civilian, and sometimes there is nothing anyone could have done. On May 25, 1979, an American Airlines DC-10 took off from Chicago's O'Hare airport, only for an engine to immediately detach and seriously damage a wing. There was simply no chance for any reaction on the crew's part and the plane disintegrated in a huge fireball about a mile beyond the runway. 273 deaths made this the worst-ever crash on US soil.

Written by: tonyleather

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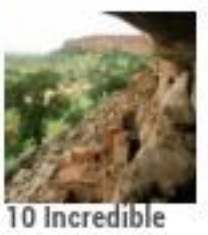

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The Kamikaze Strikes of WWII in Pictures



Photo: PD-USGov-Military-Navy



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USS Bunker Hill hit by two Kamikazes in 30 seconds off Kyushu, 11 May 1945

As morning bled across the Philippine Sea on 11 May 1945, the aircraft carrier *USS Bunker Hill* was crippled by two kamikaze strikes. A Mitsubishi A6M Zero "Zeke" fighter emerged like an apparition from low cloud and quickly dove, dropping a 550-lb bomb that smashed out the ship's side before itself crashing onto the flight deck and skidding over the side. A huge blaze erupted as some 30 parked planes full of fuel were destroyed. But there was to be no respite.

Written by: Karl Fabricius

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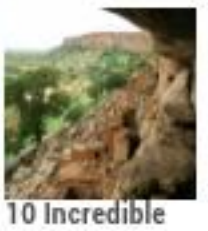
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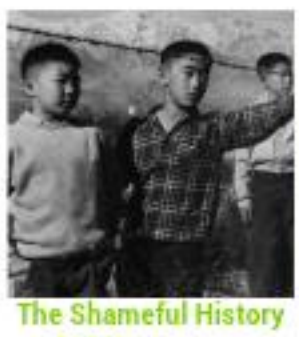
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World news

Friday 16 November 2001 02.23 GMT

'Turbulence knocked jet out of New York skies'

Edward Helmore in New York

US investigators are increasingly certain that flight 587 was brought down because turbulence from the wake of a Japanese Airlines jumbo sheared the tail from the American Airlines Airbus A-300.

Although the Japanese 747's path was to the west and about 800ft (240 metres) higher than flight 587, an analysis of radar data and wind patterns has shown that the jet would have crossed the wake of the preceding plane, even though it was four miles ahead.

Those records, together with sound of the plane rattling on the cockpit voice recorder, the two pilots' report of wake turbulence, data from the flight data recorder indicating that the tail fin came off first and the engines continued to run, has led the investigators to believe that they have found the initial cause of the crash.

"We haven't found any other evidence of any impact with any foreign object. It appears to be some sort of aerodynamic effect, the national transportation safety board spokesman George Black said.

But the investigators are unable to explain what combination of events could have produced enough force to tear the tail fin and rudder off the plane and rip both engines away before the fuselage plummeted into the Rockaway area of Queen's, killing at least 265 people.

If wake turbulence was the cause, it would not be the first time. In September 1997 a USAir Boeing 737 crashed near Pittsburgh after it encountered the wake vortices of a preceding jet. The wake turbulence plus anomalies in the rudder were blamed.

The investigators are also analysing the A-300's maintenance records. The airline has ordered safety checks on its Airbus fleet.

Although the investigators have said that the A-300's tail fin shows no signs of corrosion, they are analysing materials used in its construction.

Since the early 1980s the European Airbus consortium has been far more

World news

Wednesday 23 August 2000 01.38 BST

TWA air explosion 'not sabotage'

Jim Wolf in Washington

US safety investigators yesterday ruled out a criminal act as the cause of the explosion that destroyed TWA Flight 800 and killed all 230 people aboard four years ago, and said the most likely cause was an electrical fault.

The national transportation safety board (NTSB) dismissed various conspiracy theories as it began a final review of a report into the crash at a two-day public meeting.

The NTSB chairman, Jim Hall, ruled out sabotage. "Had we found such evidence, we would have immediately referred the matter back to the appropriate law enforcement authorities for their action," he said. "Let me state unequivocally, the safety board found no such evidence."

Flight 800, a Paris-bound Boeing 747-100, crashed into the Atlantic off Long Island 14 minutes after takeoff from New York's Kennedy International Airport on July 17, 1996.

Bernard Loeb, director of the NTSB's office of aviation safety, said the most likely cause of the crash was a short circuit involving electrical wiring leading to the centre-wing fuel tank. Theories ranged from a wiring fault to bombs or a heat-seeking "Stinger" missile. The missile theory circulated after witnesses reported seeing lights streaking upwards at the time of the crash.

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Lone survivor recalls one of worst US plane crashes

By Scott Stump

TODAY contributor

updated 8/14/2012 8:55:10 AM ET

Twenty-five years ago this week, Cecelia Cichan was the only survivor in a plane crash in Michigan that killed the other 154 people on board.

Only 4 years old when Northwest Airlines Flight 255 exploded in a ball of fire in 1987, Cichan said in her first interview since the horrific ordeal that she still thinks about it every day. Now 29 and married, Cichan tells her story in the yet-to-be-released documentary "Sole Survivor," excerpts of which aired on TODAY Tuesday. The documentary also features other people who survived commercial plane crashes despite long odds.

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In the film, Cichan displays a tattoo of a commercial jet on the underside of her left wrist.



"I think about the accident every day," she told the filmmakers. "It's kind of hard not to think about it. When I look in the mirror, I have visual scars."

Story: Sole survivor of plane crash making 'miracle' recovery

A twitching arm

Cichan suffered a fractured skull, a broken leg and collarbone and third-degree burns covering much of her body in the crash. She somehow survived after the McDonnell Douglas MD 80 bound for Phoenix exploded into a ball of fire shortly after takeoff at 8:46 p.m. from the Detroit Metropolitan Wayne County Airport in Romulus, Mich., on Aug. 16, 1987. Her mother, Paula, her father, Michael, and her 6-year-old brother, David, were among the fatalities, as the family was returning from a vacation.

She was found among the wreck when a paramedic spotted her twitching arm and heard her moaning as she suffered from serious burns on 30 percent of her body. For the first 24 hours, she remained unidentified before her grandfather confirmed it was her by her chipped front tooth and the purple nail polish her grandmother had painted on her fingernails before the trip.



Only survivor thinks about plane crash 'every day'

The National Transportation Safety Board later determined the crash was most likely caused when the slats and flaps on the plane were not extended because of the crew's failure to use a pre-flight checklist; there was also a lack of electrical power at the time of takeoff that failed to trigger the warning system. In the aftermath of the crash, the second-deadliest in U.S. history at the time, Cichan was shielded from public view and raised by an aunt and uncle in Birmingham, Ala., after moving from her home of Tempe, Ariz.

Story: Lone plane crash survivor's father: It's 'miraculous'

The subject of media scrutiny and public curiosity since her amazing survival, Cichan received numerous gifts from strangers in the aftermath and was featured on magazine covers and even a billboard in Phoenix wishing her well, according to The Arizona Republic. She granted her first interview to the documentary because of the theme of the film.

"This 'Sole Survivor' project is more about a group, and that's why I'm willing to get involved and be part of something bigger," she told the filmmakers.

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Afghanistan Plane Crash Video: Final Moments Of Doomed U.S. Cargo Plane Shown On Dash Camera (GRAPHIC)

The Huffington Post | By Mark Hanrahan
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Video stills from a vehicle's dashboard camera capture the last moments of a U.S. cargo plane that crashed just after takeoff from Bagram airbase, Afghanistan on Monday April 29th, 2013

Horrifying video has emerged purportedly showing the crash of a U.S. cargo plane in Afghanistan on Monday.

Scroll down for video - some readers may find this content disturbing.

The video, which appears to have been shot by a vehicle's dashboard camera, shows the National Airlines Boeing 747 taking off from the Bagram Airfield military base. According to NYC Aviation.com the aircraft's nose pitches up heavily, the plane appears to stall and then it falls to the ground.

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The crash killed all seven people on board. All were Americans.

National Airlines President Glen Joerger released a statement saying:

> "This is a devastating loss for our family and we'll work diligently with authorities to find the cause. Most importantly, our thoughts and prayers are with our crewmembers and their families."

The Taliban claimed responsibility for the downing of the jet, but the claim was denied by NATO, who said there had been no reports of insurgent activity in or around the base.

Family members of National Airlines employees who believe a relative may be a victim of the crash were asked to call its family information hotline at (888) 705-7560.



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The crash of American Airlines Flight 191 near O'Hare

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By David Young, Chicago Tribune
9:25 pm, September 4, 2008

As an American Airlines DC-10 jet roared into the sky over O'Hare International Airport on this Friday afternoon, its left engine fell off. Flight 191, bound for Los Angeles at the beginning of the Memorial Day weekend, rolled over in the air and plunged to the earth less than a mile from the runway. The plane "burst into a pillar of flame and smoke that could be seen up to eight miles away," the Tribune reported. Nearby resident Abe Marmel, who was working in his vegetable garden, heard the explosion: "By the time I looked up, there was a rain of fire falling down on me."

All 271 people on board and two people on the ground were killed. It remains America's worst aviation disaster. The death toll could have been higher, but the plane just missed hitting a trailer park north of the airport. A priest at a Catholic church in Elk Grove Village reached the scene within minutes."It was too hot to really do anything but administer the last rites," he told the Tribune. "I just walked around trying to touch a body here or there, but I could not. It was too hot to touch anybody, and I really could not tell if they were men or women. Bodies were scattered all over the field." An assistant state's attorney said he saw "kiddie books and briefcases and business papers strewn all over the place. And a child's book titled `The Beginning of Life.' "

As the nation's commercial aviation center, Chicago had been the scene of more than its share of air tragedies, beginning in 1940, when a United Airlines DC-3 laden with ice crashed while trying to land at Municipal (later Midway) Airport, killing 10 people.

One disaster had a bizarre twist: Among the 45 people killed in the 1972 crash of a United 737 near Midway was Dorothy Hunt, wife of E. Howard Hunt, one of the



TRIBUNE PHOTO BY MICHAEL LAUGHLIN

American Airlines Flight 191, above left, goes into a roll after losing its left engine following takeoff from O'Hare International Airport. Moments later, above right, a cloud of black smoke billows from the site of the crash. This photo was obtained by the Tribune from a student pilot on a layover at O'Hare.

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History of Flight - The Wright Brothers

The Wright Brothers invented and flew the first powered & piloted airplane.

By Mary Bellis, About.com Guide

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In 1908, passenger flight took a turn for the worse when the first fatal air crash occurred on September 17. Orville Wright was piloting the plane. Orville Wright survived the crash, but his passenger, Signal Corps Lieutenant Thomas Selfridge, did not. The Wright Brothers had been allowing passengers to fly with them since May 14, 1908.

In 1909, the U.S. Government bought its first airplane, a Wright Brothers biplane, on July 30. The airplane sold for $25,000 plus a bonus of $5,000 because it exceeded 40 mph.

Wright Brothers - Vin Fiz

In 1911, the Wrights' Vin Fiz was the first airplane to cross the United States. The flight took 84 days, stopping 70 times. It crash-landed so many times that little of its original building materials were still on the plane when it arrived in California. The Vin Fiz was named after a grape soda made by the Armour Packing Company.

First Armed Airplane

First Armed Airplane

In 1912, a Wright Brothers plane, the first airplane armed with a machine gun was flown at an airport in College Park, Maryland. The airport had existed since 1909 when the Wright Brothers took their government-purchased airplane there to teach Army officers to fly.

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On July 18, 1914, an Aviation Section of the Signal Corps (part of the Army) was established. Its flying unit contained airplanes made by the Wright Brothers as well as some made by their chief competitor, Glenn Curtiss.

Patent Suit

That same year, the U.S. Court has decided in favor of the Wright Brothers in a patent suit against Glenn Curtiss. The issue concerned lateral control of aircraft, for which the Wrights maintained they held patents.

Although Curtiss's invention, ailerons (French for "little wing"), was far different from the Wrights' wing-warping mechanism, the Court determined that use of lateral controls by others was "unauthorized" by patent law.

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By ANAHAD O'CONNOR and ERIC SCHMITT
A Nigerian man tried to ignite an explosive device as a jet landed in Detroit on Friday in what is believed to be "an attempted act of terrorism," according to a White House official.
December 26, 2009 | US | NEWS

Wreckage of Air France Jet Is Found, Brazil Says
By CHRISTINE NEGRONI
Floating debris in the Atlantic is that of missing Air France Flight 447, the Brazilian minister of defense said.

Plane Crashes Navigator

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- Most Wanted Transportation Safety Improvements
 National Transportation Safety Board
- Aviation Safety: FAA Has Increased Efforts to Address Runway Incursions
 U.S. Government Accountability Office, Sept 25, 2008
- Review of Aircraft Accident Data, Calendar Year 2004
 National Transportation Safety Board, Dec 2007
- Aviation Runway and Ramp Safety
 U.S. Government Accountability Office, Nov 20, 2007
- Safety Report: Lessons Learned and Lives Saved, 1967 – 2007
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- Risk Factors Associated with Weather-Related General Aviation Accidents
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Plane Crashes on Landing in San Francisco



Noah Berger/Associated Press

A fire trucks and rescyue workers circle Asiana Flight 214 after it crashed at San Francisco International Airport.

By RAVI SOMAIYA
Published: July 6, 2013

An Asiana jetliner from Seoul, South Korea, crashed while landing Saturday at San Francisco International Airport, the Federal Aviation Administration said. Pieces of the airplane broke off as it careened down the runway.

The jetliner, Flight 214 from Seoul's Incheon airport, carried 291 passengers and 16 crew members, the airline said. It is unclear how many on board may have been injured or if any were killed, though many passengers were seen scrambling down inflated escape chutes. The crash was the first in the United States since February 2009.

Smoke billowed out of holes in the fuselage of the Boeing 777 as firefighters rushed to the wreckage on the runway. Aircraft parts were scattered across the tarmac — the plane's wheels, tail and one engines were ripped off.

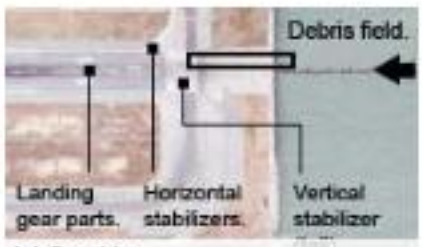
"I looked up out the window and saw the plane coming in extremely fast and incredibly heavy," said Isabella Lacaze, 18, from Fort Worth, Texas, who witnessed the crash from the San Francisco Airport Marriott Waterfront.

"It came in at a 30 or 45 degree angle and the tail was way, way lower than the nose," said another witness, Stefanie Turner, 32, from Arizona.

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Plane Crashes on Landing in San Francisco



Noah Berger/Associated Press

A fire trucks and rescyue workers circle Asiana Flight 214 after it crashed at San Francisco International Airport.

By RAVI SOMAIYA
Published: July 6, 2013

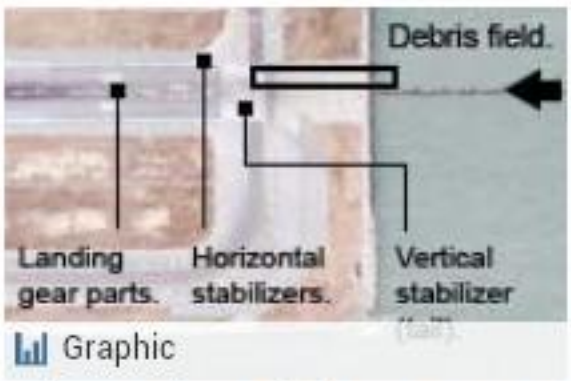
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Where Asiana Flight 214 Came to Rest

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The Most Recent Fatal or Significant US Plane Crashes

The following are the most recent fatal or significant airliner events, listed with the most recent event first, that involved a U.S. carrier, or involving any air carrier flying to or from the U.S. In each event, at least one passenger was killed.. The numbered events include all of those involving either jet passenger flights and turboprop accidents involving models with more than 10 passengers seats where the aircraft involved are used in airline service in North America and western Europe, and where at least one passenger was killed. The passenger fatalities in the numbered events may be due to accidents, hijackings, sabotage, or military action. The events that are not numbered may or may not include fatalities, and are included because they meet the criteria of a significant event as defined by AirSafe.com

29 April 2013; National Airlines 747-400; N949CA; Bagram Air Base, Afghanistan: The aircraft had just departed on a cargo flight to Dubain, UAE when the aircraft entered a stall and crashed near the end of the runway. At one point, the aircraft had rolled to the right in excess of 45 degrees. Although the crew was able to put the wings more or less level, the aircraft impacted the ground at a high vertical speed, causing an explosion and fire. All seven crew members were killed.



Fatal 747 crashes

1 April 2011; Southwest Airlines 737-300; flight 812; near Yuma, AZ: The airliner, with 118 passengers and a crew, was on a scheduled flight from Phoenix, AZ to Sacramento, CA, when it experienced a rapid loss of cabin pressure after a rupture developed in the upper fuselage about 18 minutes after takeoff when the aircraft was climbing through 34,000 feet. After the



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January 6 – National Airlines Flight 2511, a DC-6B bound from **New York** to **Miami**, crashes near **Bolivia**, **North Carolina**, when a bomb planted on board explodes in mid-air. All 34 people on board are killed.

January 18 – Capital Airlines Flight 20, a Vickers Viscount flying from Washington to Norfolk crashes near Holdcroft, **Virginia** due to engine failure caused by icy conditions.

January 19 – Scandinavian Airlines System Flight 871,crashes while on approach to Esenboga International Airport, killing all 42 on board.

January 21 – Avianca Flight 671, a Lockheed **Constellation**, crashes on landing at Sangster International Airport, killing 2 of 7 crew and 35 of 39 passengers on board in **Jamaica**'s worst aviation accident.

February 25 – The 1960 **Rio de Janeiro** air crash: A **United States** Navy Douglas R6D-1 (DC-6A) collides with a Real Transportes Aéreos Douglas DC-3 over **Rio de Janeiro**, **Brazil**; of the 38 occupants of the American aircraft, 3 survive, and all 26 passengers and crew of the Brazilian aircraft die.

March 17 – Northwest Orient Airlines Flight 710 en route from **Chicago**, **Illinois** to **Miami**, **Florida**, breaks apart at 15,000 feet and crashes near Tell City, **Indiana**, killing all 63 on board.

June 10 – Trans **Australia** Airlines Flight 538, a Fokker F-27, crashes into the **ocean** near Mackay, Queensland, **Australia**, killing all 29 on board in **Australia**'s worst civilian air disaster.

July 15 – Ethiopian Airlines Flight 372, a C-47 Skytrain, crashes into a **mountain** near Jimma, Ethiopia, killing the pilot.

October 4 – Eastern Air Lines Flight 375 crashes on takeoff from **Boston**'s Logan International Airport into Winthrop Bay, after multiple **bird** strikes. Only 10 of the 72 on board the plane survive the crash.

October 29 – A chartered Curtiss C-46 crashes on take-off at the Toledo Express Airport in Toledo, **Ohio** with the loss of twenty-two people, including sixteen players on the **California** Polytechnic State University football team.

December 16 – The 1960 **New York** air disaster: United Airlines Flight 826 and TWA Flight 266 collide in mid-air over **Staten Island** in **New York**. All 128 aboard the two planes and six people on the ground are killed.

Commercial Plane Crashes in 1961

January 3 – Aero Flight 311, a Douglas DC-3, crashes into woods near Koivulahti, **Finland**, killing all 25 on board

Commercial Plane Crashes of the 1960s

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Commercial Plane Crashes in 1960

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January 6 – National Airlines Flight 2511, a DC-6B bound from **New York** to **Miami**, crashes near **Bolivia**, **North Carolina**, when a bomb planted on board explodes in mid-air. All 34 people on board are killed.

January 18 – Capital Airlines Flight 20, a Vickers Viscount flying from Washington to Norfolk crashes near Holdcroft, **Virginia** due to engine failure caused by icy conditions.

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May 30 – Viasa Flight 897crashes shortly after taking off from Lisbon Portela Airport. All 61 passengers and crew on board are killed.

June 12 – KLM Flight 823 crashes while on approach to Cairo International Airport due to pilot error. 20 of 36 passengers on board die.

July 11 – United Airlines Flight 859 crashes on landing at Stapleton International Airport, killing 17 passengers and one person on the ground.

July 21 – **Alaska** Airlines Flight 779, a Douglas DC-6, crashes on landing at Shemya, **Alaska**, killing all 6 crew on board.

September 1 – Trans World Airlines Flight 529, a Lockheed **Constellation** L-049 propliner, abruptly pitches up and crashes shortly after takeoff from **Chicago**'s Midway Airport, killing all 73 passengers and 5 crew on board; a 5/16 inch bolt which fell out of the elevator control linkage just before the crash is blamed

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September 12 – Air **France** Flight 2005 crashes on approach to Rabat-Salé Airport, killing all 71 people and 6 crew on board.

September 17 – Northwest Orient Airlines Flight 706 crashes on takeoff from **Chicago** as a result of a maintenance error causing the ailerons to become detached from the control wheels. All 37 on board die.

October 7 – Derby Aviation C47 crashes into Canigou mountainside en-route **London** – Perpigan, killing all 34 aboard.

November 8 – Imperial Airlines Flight 201/8, a Lockheed **Constellation** L-049, crashes on landing at Byrd Field near **Richmond**, **Virginia**; all 74 passengers — mostly new **US Army** recruits being flown to their base for training — die of **carbon** monoxide asphyxiation, along with three crew members; the captain and flight engineer survive by escaping the burning wreckage.

November 23 – Aerolíneas Argentinas Flight 322 crashes in Campinas, **Brazil** shortly after takeoff killing all 12 crew and 40 passengers on board.

Commercial Plane Crashes in 1962

March 1 – American Airlines Flight 1, a **Boeing** 707, crashes in **Jamaica** Bay, **Queens**, **New York**, killing all 95 passengers and crew on board.

March 4 – Caledonian Airways Flight 153 crashes into a jungle swamp at Douala, Cameroon, killing all 111 on board.

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March 4 – Caledonian Airways Flight 153 crashes into a jungle swamp at Douala, Cameroon, killing all 111 on board.

March 8 – A Turkish Airlines Fairchild F-27 crashes into the Bolkar **Mountains** while on approach to Adana Airport. All passengers perish.

March 16 – Flying Tiger Line Flight 739 chartered by the **United States** military, and carrying 96 American soldiers en route to South **Vietnam**, disappears over the western **Pacific**.

May 22 – Continental Airlines Flight 11 breaks up in mid-air near Unionville, **Missouri** after a passenger's bomb exploded in the lavatory. All 45 on board are killed in the first known case of sabotage aboard a commercial jet airliner.

June 3 – Air **France** Flight 007 skids and burns after the pilot rejects takeoff, killing many of **Atlanta**, **Georgia**'s civic and cultural leaders; two flight attendants are the only survivors, as 130 die in the worst one-aircraft accident up to that date.

June 22 – Air **France** Flight 117, an international scheduled multi-leg **Boeing** 707 crashes in a forest hill on the **island** of **Guadeloupe**, while approaching Pointe-à-Pitre International Airport; 113 die in that accident with no survivors; the worst accident in **Guadeloupe**; the cause of the crash is never determined.

July 7 – Alitalia Flight 771 hits high terrain while descending due to navigation error near Junnar, Maharashtra, **India**. All 94 die.

July 19 – United Arab Airlines Flight 869, a de Havilland DH-106 Comet 4C on an international scheduled flight from **Hong Kong** to Cairo via **Bangkok**, crashes into the Khao Yai **mountain** while descending to **Bangkok**; all 26 die.

November 23 – United Airlines Flight 297, a Vickers Viscount 745D, crashes near Ellicott City, **Maryland**, following a **bird** strike. All 17 people on board die.

November 30 – Eastern Air Lines Flight 512 crashes as a result of pilot error during a missed approach at **New York**'s Idlewild Airport; 25 of 51 on board are killed.

Commercial Plane Crashes in 1963

February 12 – Northwest Orient Airlines Flight 705 breaks up in turbulance associated with a severe thunderstorm and crashes into **the Everglades** park. All 43 passengers and crew die.

June 3 – Northwest Orient Airlines Flight 293 crashes into the **Pacific Ocean**, 182.5 miles away from Annette **Island**, **Alaska**, United States. All 101 on board killed.

July 2 – Mohawk Airlines Flight 121, a **Martin** 404, crashes near Rochester, **New York** while attempting takeoff, killing seven of the 43 people on board.

Commercial Plane Crashes in 1963

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July 3 – **New Zealand** National Airways Corporation Flight 441, a DC-3 Skyliner flying from Whenuapai Airport, Auckland to Tauranga, crashes into the Kaimai Ranges; all 23 aboard die, making it the worst air disaster in mainland **New Zealand** to date.

August 21 – An Aeroflot Tupolev Tu-124 ditches in the Neva **river** in Leningrad after engine failure; there were no fatalities among the 52 on board, but the aircraft is destroyed.

September 4 – Swissair Flight 306, a Sud Aviation Caravelle, crashes near Dürrenäsch, **Switzerland**, killing all 80 on board.

November 6 – Trans-**Canada** Air Lines Flight 861 overruns the runway at **London**-Heathrow after an aborted takeoff; there are no casualties to the 97 passengers and crew on board.

November 29 – Trans-**Canada** Air Lines Flight 831 crashes shortly after takeoff from Montréal/Dorval Airport, killing all 118 people on board.

December 8 – Pan Am Flight 214 is struck by positive lightning and crashes near Elkton, **Maryland**, killing all 81 people on board.

Commercial Plane Crashes in 1964

February 3 – A Turkish Airlines Douglas C-47 crashes while on approach to Esenboga Airport, killing all 3 crew on board.

February 25 – Eastern Air Lines Flight 304 flying from **New Orleans** International Airport to Washington National Airport, crashes into **Lake** Pontchartrain killing all 51 passengers and seven crew aboard.

May 7 – Pacific Air Lines Flight 773 crashes near San Ramon, **California**, killing all 44 aboard, after a passenger shoots both the captain and first officer before turning the gun on himself.

July 9 – United Airlines Flight 823 crashes near Parrottsville, **Tennessee** after a fire on board. All 39 passengers and crew die.

November 15 – Bonanza Air Lines Flight 114, a Fairchild F27, slams into a **mountain** in poor weather while on a nighttime approach to **Las Vegas**, **Nevada**; all 29 aboard perish when the plane crashes only 10 feet below a ridge; initially blamed on a pilot's misreading his approach chart, years later the chart maker agrees to pay a settlement of $490,000 to some of the victims' heirs after it is shown the chart had incorrect markings.

Commercial Plane Crashes in 1964

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November 20 – Linjeflyg Flight 277 crashes during the approach to Engelholm, **Sweden**, when, in instrument meteorological conditions, the crew abandons the set procedure and descends prematurely; 31 people are killed; 12 survive.

November 23 – Trans World Airlines Flight 800 suffers engine failure and crashes at **Leonardo da Vinci**-Fiumicino Airport, killing 50 of 73 on board; the cause is an inoperative thrust reverser.

December 24 – Flying Tiger Line Flight 282 crashes near San Bruno, **California** after an unexplained course deviation, killing the crew of three.

Commercial Plane Crashes in 1965

February 8 – Eastern Air Lines Flight 663 on takeoff, overreacts in avoiding Pan Am Flight 212 (a **Boeing** 707) on approach, loses control, and crashes into the **ocean** several miles off Jones **Beach** State Park, **New York**, killing all 84 on board.

March 8 – Aeroflot Flight 448 loses control after takeoff and crashes near Kurumoch International Airport; all 25 people on board die.

April 14 – British United Airways Flight 1030X crashes on landing at Jersey Airport due to pilot error; of the 27 passengers and crew on board, only a flight attendant survives.

May 5 – Iberia Airlines Flight 401 crashes after striking a tractor on the runway at Los Rodeos Airport during a go-around in foggy weather; 30 of 49 passengers and crew die.

July 1 – Continental Airlines Flight 12 runs off the end of the runway at **Kansas City** Downtown Airport, breaking into three pieces; all 66 on board survive.

July 8 – Canadian **Pacific** Airlines Flight 21 crashes near 100 Mile House, **British Columbia** after the explosion of a device in the lavatory; all 46 passengers and six crew aboard perish.

Commercial Plane Crashes in 1965

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August 16 – United Airlines Flight 389 crashes into **Lake Michigan** at night, after the pilots apparently misread their altimeters; all 24 passengers and six crew perish in the first fatal crash o the **Boeing** 727.

September 17 – Pan Am Flight 292 crashes into Chances Peak, Montserrat in stormy weather; al 30 on board die.

November 8 – American Airlines Flight 383 crashes while on approach to Greater Cincinnati airport; of the 62 people on board, one flight attendant and three passengers survive.

November 11 – United Airlines Flight 227 crashes short of the runway during landing at **Salt Lake City** International Airport, **Utah**; 43 of 91 aboard are killed.

December 4 – Eastern Air Lines Flight 853, a Lockheed Super **Constellation** collides with TWA Flight 42 over Carmel, **New York**; Flight 42 makes an emergency landing at **John F. Kennedy** International Airport; Flight 853 is forced to crash land on Mt. Titicus near North **Salem**, **New York** killing 3 passengers and the pilot on board; no casualties were reported on board Flight 42.

Commercial Plane Crashes in 1966

January 15 – Avianca Flight 4, a Douglas C-54, suffers engine failure and crashes off Cartagena, **Colombia**, killing 56 of 64 on board.

January 24 – Air **India** Flight 101 crashes into the south west face of **Mont Blanc** in **France**; all 10 passengers and 11 crew are killed. Sixteen years earlier Air **India** Flight 245 crashed in almost exactly the same spot.

January 28 – Lufthansa Flight 005 crashes at Bremen Airport; all 46 on board perish.

February 2 – **Pakistan** International Airlines Flight 17, a Sikorsky S-61 helicopter, crashes near

Commercial Plane Crashes in 1966

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February 2 – **Pakistan** International Airlines Flight 17, a Sikorsky S-61 helicopter, crashes near Faridpur, Bangladesh, **Pakistan**; of the 23 on board, only a passenger survives.

February 4 – All Nippon Airways Flight 60 crashes into **Tokyo** Bay, **Japan**; all 133 aboard are killed in **Japan**'s worst air disaster at that time.

March 4 – Canadian **Pacific** Airlines Flight 402 crashes on landing at **Tokyo** International Airport in **Japan**, killing 64 passengers and crew; eight passengers survive.

March 5 – BOAC Flight **911**, a **Boeing** 707 bound for **Hong Kong**, crashes at Mount Fuji near Gotenba, **Japan**, killing all 124 passengers and crew.

August 6 – All 42 on board are killed when Braniff Flight 250, a BAC One-Eleven, flies into an active squall line and breaks apart in mid-air near Falls City, **Nebraska**.

October 1 – West Coast Airlines Flight 956 crashes with 18 fatalities 5.5 miles south of Wemme, **Oregon**, marking the first loss of a Douglas DC-9.

November 13 – All Nippon Airways Flight 533 plunges into Seto Inland **Sea** after an overrun at Matsuyama Airport, Shikoku, **Japan**, killing all 50 passengers and crew; this crash is the first loss of a YS-11.

November 15 – Pan Am Flight 708, a **Boeing** 727, crashes near **Berlin**, **Germany**; all three crew members are killed.

November 24 – Bulgarian-Soviet Transport Aviation Corporation Flight 101, an Ilyushin IL-18B, crashes into a wooded hillside shortly after takeoff from Bratislava, Czechoslovakia, killing all 82 aboard.

Commercial Plane Crashes in 1967

February 16 – Garuda **Indonesia** Airways Flight 708 crashes on landing at Sam Ratulangi Airport, killing 22 of 84 passengers on board; all 8 crew survive.

March 9 – TWA Flight 553 collides with a Beechcraft Baron near Dayton, **Ohio**, killing all 26 on both planes.

March 13 – South **African** Airways Flight 406 crashed into the **sea** while on approach to East **London**, **South Africa**. All 25 passengers and crew on board were killed. The pilot of the plane suffered a fatal heart attack while on approach and the co-pilot was unable to regain control of the aircraft.

April 20 – A Globe Air-operated **Bristol** Britannia on a charter flight crashes in bad weather near Lakatamia, **Cyprus**, killing all 126 on board.

June 4 – In the Stockport air disaster, a British Midland Canadair C-4 Argonaut carrying passengers returning from Palma de Mallorca is on approach to Manchester Airport when an engine loses power because of a design failure in the aircraft's fuel system; 72 of 84 on board are killed

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June 23 – Mohawk Airlines Flight 40, a BAC One-Eleven, crashes in Blossburg, **Pennsylvania**, killing all 34 people on board.

July 19 – Piedmont Airlines Flight 22, a **Boeing** 727 departing from Asheville, **North Carolina**, crashes shortly after takeoff after a mid-air collision with a twin-engine Cessna 310 on instrument approach to Asheville; all 82 passengers and crew on both aircraft die.

October 12 – **Cyprus** Airways Flight 284 is destroyed by a bomb over the Mediterranean. All passengers and crew perish in the crash.

November 4 – Iberia Airlines Flight 062, a Sud Aviation Caravelle, crashes at Black Down Hill Sussex, **United Kingdom**; all 37 passengers and crew are killed, including actress **June** Thorburn, who was five months pregnant.

November 6 – TWA Flight 159 overruns the runway at Greater Cincinnati Airport, and catches fire; all on board escape the aircraft, but a passenger dies four days later.

November 20 – TWA Flight 128 crashes in Constance, **Kentucky** on approach to Greater Cincinnati Airport, killing 70 of the 82 people on board.

Commercial Plane Crashes in 1968

March 24 – Aer Lingus Flight 712crashes off the Irish coast; all 61 on board perish.

April 8 – BOAC Flight 712, a **Boeing** 707, suffers an engine fire after takeoff from **London** Heathrow Airport; the plane makes an emergency landing at Heathrow, but five of 127 aboard die in the resulting fire.

May 3 – Braniff Flight 352 en route from **Houston**, **Texas** to **Dallas**, breaks up in mid-air in a thunderstorm and crashes near Dawson, **Texas**; killing its five crew and 80 passengers. Nine years earlier Braniff Flight 542 crashed 49 miles away in Buffalo.

May 22 – **Los Angeles** Airways Flight 841 crashes near Paramount, **California** resulting in the loss of 23 lives.

July 1 – Seaboard World Airlines Flight 253A is forced to land in the Soviet Union; on board are over 200 American troops bound for **Vietnam**.

July 3 – In the 1968 BKS Air Transport Heathrow crash, an Airspeed Ambassador freight aircraft

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July 3 – In the 1968 BKS Air Transport Heathrow crash, an Airspeed Ambassador freight aircraft experiences metal fatigue and crashes while landing, striking two unoccupied British European Airways airliners. Six of the freighter's crew of eight are killed, as are eight racehorses being transported. All Airspeed Ambassadors are grounded until a redesign strengthens the flaps. One of the BEA aircraft is repaired but is lost in the 1972 Staines air disaster.

August 14 – **Los Angeles** Airways Flight 417, a Sikorsky S-61L prototype, crashes in Compton, **California** resulting in the loss of 21 lives.

September 11 – Air **France** Flight 1611 crashes off Nice, **France** after a fire in the cabin, killing 95 passengers and crew.

October 25 – Northeast Airlines Flight 946 crashes near Etna, **New Hampshire**, killing 32 passengers and crew.

November 22 – **Japan** Airlines Flight 2 ditches in **San Francisco** Bay as a result of pilot error, all on board survive.

December 2 – Wien Consolidated Airlines Flight 55, a Fairchild F-27B. crashes into Pedro Bay **Alaska**. All 39 passengers and crew on board are killed.

December 12 – Pan Am Flight 217, a **Boeing** 707, crashes near Caracas, **Venezuela** as a result of pilot error; all 51 on board die.

Commercial Plane Crashes in 1969

January 5 – Ariana Afghan Airlines Flight 701, a **Boeing** 727-100C arriving at **London** Gatwick Airport from Frankfurt Airport crashed into a house in dense fog, killing 48 of the 62 persons aboard; a married couple living at the house also died, but, miraculously, their baby survived.

January 13 – Scandinavian Airlines Flight 933, a Douglas DC-8, crashes into Santa Monica Bay due to pilot error, killing 15 of 45 on board.

January 18 – United Airlines Flight 266 en route from **Los Angeles** to **Milwaukee**, **Wisconsin** loses all electrical power and crashes into Santa Monica Bay; six crew and 32 passengers are killed.

February 18 – Hawthorne **Nevada** Airlines Flight 708 crashes near Lone Pine, **California**, killing all 35 people on board.

February 24 – Far Eastern Air Transport Flight 10 suffers engine failure and crashes while on approach to Tainan Airport, **Taiwan**; all 36 on board die.

Commercial Plane Crashes in 1969

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April 2 – LOT Polish Airlines Flight LO 165, an Antonov An-24, crashes in southern **Poland**, killing all 53 people on board.

April 28 – LAN **Chile** Flight 160 Crashes into farmland on an approach; no fatalities and an unknown number injured.

September 9 – Allegheny Airlines Flight 853 collides in flight with a Piper PA-28 Cherokee and crashes near Fairland, **Indiana**, killing all 83 occupants aboard the two aircraft.

September 12 – Philippine Airlines Flight 158 crashes on approach to Manila International Airport killing 45 of the 47 passengers and crew on board.

November 19 – Mohawk Airlines Flight 411, a Fairchild 227, crashes near Glens Falls, **New York**, killing all 14 people on board.

December 11 – A Korean Air Lines-operated NAMC YS-11 with 54 on board is hijacked by a North Korean agent and is diverted to **North Korea**; thirty-nine of the passengers were released in early 1970, but the seven remaining passengers, the crew, and the aircraft (which has been written off) are never returned.

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'Our grief is indescribable': Tragic stories emerge of the seven Americans killed in fiery 747 crash - including one who was married just two weeks ago

- Six crew members identified as Michigan residents - Jamie Brokaw, Rinku Summan, Gary Stockdale, Michael Sheets, Brad Hasler and Jeremy Lipka
- Mr Hasler was married just two weeks ago - and had a baby on the way; Sheets was engaged and due to marry later this year
- Seventh victim, Timothy Garrett, was from Kentucky
- Taliban claimed responsibility for crash outside Bagram Airfield, but military says no insurgent activity was reported in area at the time
- Plane was owned by private company National Air Cargo

By THOMAS DURANTE, REUTERS REPORTER and ANNA EDWARDS

PUBLISHED: 19:01 GMT, 30 April 2013 | UPDATED: 14:57 GMT, 1 May 2013

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The cargo plane crew members who perished in a fiery crash in Afghanistan included a man who married just two weeks ago and another who was engaged, it has been revealed.

Seven American crew members of the private cargo jet were killed on Monday when the Dubai-bound plane crashed shortly after take-off from Bagram air base near the Afghan capital of Kabul.

Heart-stopping dashcam footage of the crash hit the web hours later, showing the Boeing 747-400 climbing steadily before plummeting back to the ground in a massive explosion.

Just married: Brad Hasler, a pilot who was killed in the tragic plane crash in Afghanistan, is pictured with his new wife Robin in this wedding photo from two weeks ago

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TOWIE star made sure all eyes were on her

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With partner Arpad Busson

Laura Robson casts her Wimbledon woes aside as she parties the night away in hotpants... but shows off her dodgy tennis trainer tan in skyscraper heels

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The Caus... ×
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The Causes of Aircraft Accidents: What Happens in The Cockpit before The Crash

The Cockpit: Where Custom & Tradition, Technology and Humans Collide

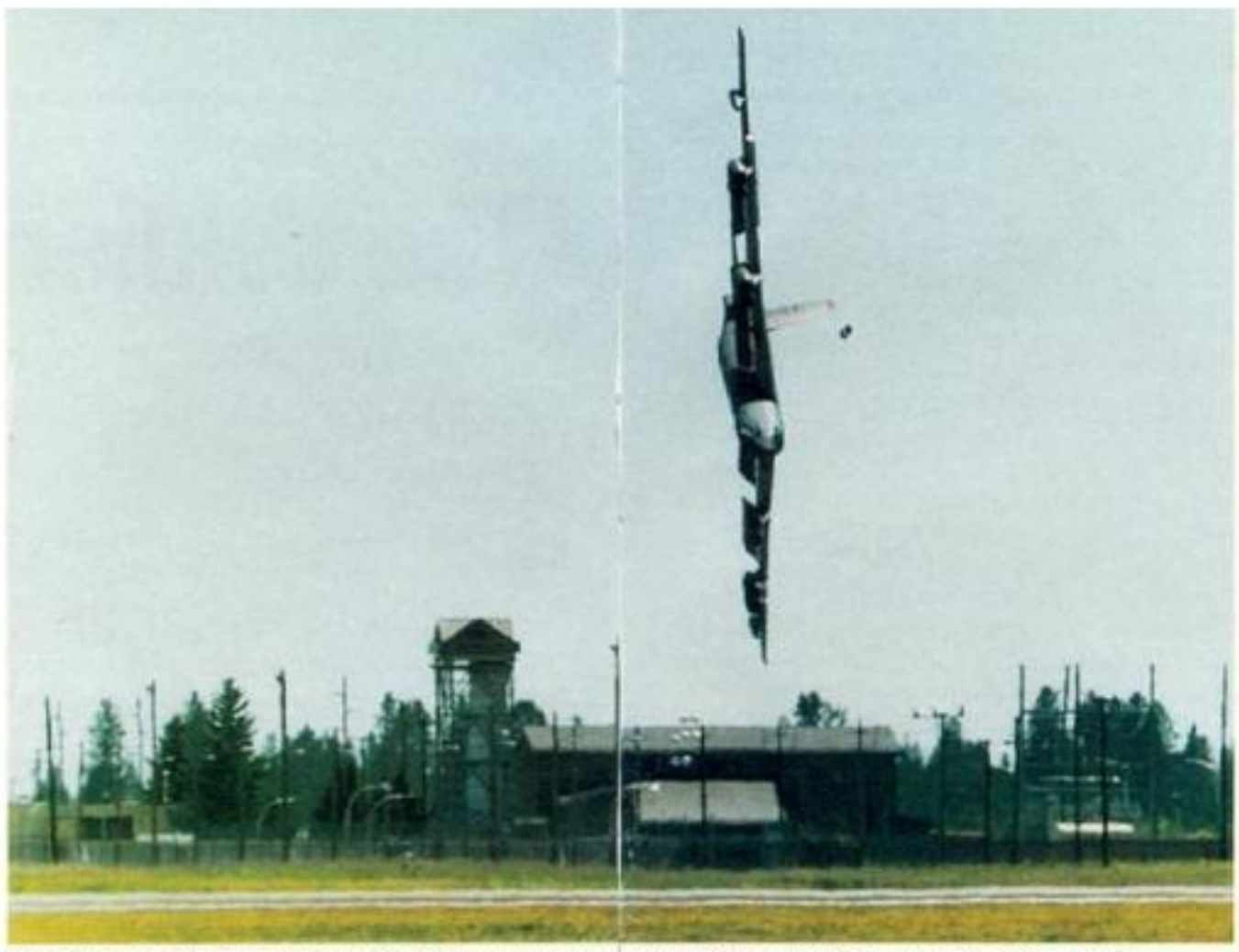
By Charles Foerster
Global Research, September 25, 2011
25 September 2011

Theme: Culture, Society & History

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AWRY: The B-52 exceeded authorized maneuvers and, after aborting a landing, lost altitude

Source of photo: http://w1.rob.com/pix/B52_crash/B52CRSH2

The title photograph above represents the fate of one thousand seventy-six people who died needlessly in five accidents, one of which involved two airliners. In four of these accidents, and possibly many others over the years, there is a common thread. A fatalist would quickly use the tag of pilot-error and and attempt to satisfy the curious public and the victim's families with a hollow statement oft used by politicians and military leaders, you have to expect losses. That's too easy and doesn't explain what really goes on in the cockpit. So what is this thread?

The Probable Cause summation at the end of an aircraft accident investigation report is the official determination of why an accident occurred, but there is one factor which is seldom mentioned or considered in the reports. It is the vulnerability of the command structure, as we know it. That vulnerability is often overlooked when an accident is charged off to pilot error when

1:37 AM

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The Probable Cause summation at the end of an aircraft accident investigation report is the official determination of why an accident occurred, but there is one factor which is seldom mentioned or considered in the reports. It is the vulnerability of the command structure, as we know it. That vulnerability is often overlooked when an accident is charged off to pilot error when the true cause of the accident might well have roots in a strident and inflexible command structure. Being so well hidden within the catch-all phrase of pilot error, it becomes a challenging study. In general terms it could be described as a failure of the command system, a situation that does not allow for the full utilization of all the occupants in the cockpit for whatever reasons.

In the early days of airline flying there was only one pilot in an open cockpit and pilots were hired mainly because of one reason, they were survivors, and they were prone to be highly individualistic, if not somewhat arrogant. After all, they had dodged the the grim-reaper on a daily basis and had become bullet-proof and highly skilled at staying alive. Legends and egos proliferated. Likewise, in military aviation, as the numbers of successful missions were recorded commanders became exalted and imposing. As aircraft technology and reliability improved pilots became somewhat less dependant on super-human personal skills and began to use standardized procedures; no need to reinvent the wheel on each flight. Indeed, there was little room for individual thought, just use the proper procedure for the increasingly rare emergency at hand. Then there was growth, the airlines added a co-pilot, then a flight engineer and a navigator on overseas flights. As the cockpit family grew companies began to look at other qualities in pilots.

Labor issues over pay and working conditions developed and one airline leader even enlisted aid of his old friend who happened to be the head of the FAA to establish an age limit for pilots. With the stroke of a pen he was able to get rid of the old trouble makers. They had served their purpose so now management needed a new breed.

One of the goals was to find pilots that would follow orders without question; they didn't want a group of head-strong cowboys to question every corporate decision. And where to find these well trained personnel? Voilà, the military! Not that military pilots are not superbly trained and generally highly experienced, but...

One of the by-products of military-like discipline is the requirement and then willingness to accept authority and over time, a compliance mentality develops. What can follow is the loss of the ability or perhaps, the reluctance, to think or act in the interest of one's own safety.

Completion of the mission becomes paramount. If that ability is not completely lost it can certainly be impaired. When fatalism is added to the mix the stage is set for a potentially dangerous situation to develop. That compliance mentality has developed over generations and we see it in other walks of life as well as in aviation. To keep your job you keep your mouth shut, you generally accept whatever the boss says, you don't rock the boat, and you stay within the chain of command. Political correctness becomes a way of life. Then, time after time in re-current training sessions at the flight academy, or the school-house as it is called, that mentality is cemented into place with more subservient type training. Now we are set up to follow the leader without question, And every now and then, we follow the leader right into the jaws of hell, into a violent thunderstorm, or into the side of a mountain. Another example of this type thinking allows the pilot group to fly any type of aircraft the industry can design; ego and the compliance mentality will get it into the air, even if it is a dreadful design. Aircraft with only hydraulic controls or the newest engineering craze, fly-by-wire with no manual back-up come to mind right away.

Authority and blind obedience are wonderful construction blocks for parades but in critical situations that can occur in a cockpit it is highly desirable to have all the players fully

contributing to insure success and survivability of the operation. Too often, one or more members of the flight crew can be locked out of the decision-making by custom and tradition. In the cockpit every nuance of human character can be magnified and exposed with crystal-clear definition but to avoid confrontation the present command structure is accepted as the standard and when it fails the potential for disaster is greatly increased. To protect the ego of an impaired commander or to blindly follow an inappropriate procedure just to satisfy the system is unimaginable yet at times, that is exactly what can happen.

To an outside observer, if allowed to watch the clash in the cockpit it would be apparent as to which team would be able to succeed and which team would fail but alas, the cockpit door is always closed, that is until after the crash. Even then it is not usually discussed. A notable exception is the 1994 crash of an Air Force B-52 at Fairchild Air Force Base, Washington.[1] The aircraft commander's reckless piloting history was well known but the command structure was such that changes (removal from flight status) were almost impossible to make. A few individuals might have refused to fly with the Colonel and people talked but nevertheless nothing happened as the community waited for the inevitable to occur. When it did happen the video cameras were rolling to capture the image of the B-52 as it rolled into a 90 degree bank around a hundred feet above the ground, well into the coffin-corner and beyond the point of a successful recovery. The military command structure system survived but the crew and the multi-million dollar aircraft perished.

The clash, or failure of the system, is caused by the nature of the command structure and the lack of training that is required to provide an alternate backup when the primary flight director, the aircraft commander, is rendered ineffective due to incapacitation, fatigue, distraction, over-load or perhaps even a personality quirk. Marginal piloting skills, over- confidence and arrogance are not usually noted in an accident report but crew-members at any base will know the cockpits wherein they can be found so these factors should be addressed in any accident

1:38 AM

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Around 1978-1980, airline companies began to realize that their flight commanders might be becoming overloaded with the management of large crews and complex aircraft. To address the issues they piled on more automation and added Crew Resource Management courses to the recurrent training curriculum for the pilots. CRM was thought to be the cure but it wasn't the panacea which it was originally thought to be because it focused only on how the captain would manage the crew. It was a start but problems remained. In reality, no one knew how to to handle the command supremacy issues in the cockpit. Nor was there a way to question or eliminate the technical mistakes made by the experts who wrote the bible. Bad procedures written into the aircraft operating manual are approved by the FAA and become like biblical commandments cast in stone. Those pilots that ignore the bible are considered careless rogue pilots; those who write the bible are called experts. Neither statement is true 100 per cent of the time.

Crew Resource Development might be a more effective undertaking. This training might prove beneficial in developing crew members to be effective contributors to the successful mission and not just subordinate robots that do not respond to a developing situation because of reticence, attitude, lack of training, or fear of insubordination. The fix is impossible to achieve on a moments notice when an aircraft is plunging to earth. The

further along the technology scale we progress the more subtle the clash between it and humans. Just following a check-list does not necessarily prevent an aircraft from crashing..

The following five airliner crashes resulted in 1076 fatalities. The probable causes listed in the accident reports are only a part of the story.

· KLM/Pan Am B747s collide Tenerife Airport Spain on 27 March 1977, 583 fatalities.[2]

· United Airlines 173 crash at Portland, OR, December 28, 1978, 10 fatalities.[3]

· American Airlines DC-10 crash at Chicago, IL, 25 May 1979, 273 fatalities.[4]

· Delta Airlines L-1011 crash at DFW Airport, Texas, 2 Aug 1985, 137 fatalities.[5]

· Avianca 52 crash at Cove Neck, NY, on Jan 25, 1990, with 73 fatalities.[6]

Interestingly, the crashes at Fairchild AFB, Tenerife, DFW Airport, Texas, and Cove Neck, NY involved perfectly good airplanes with no malfunctions. The other crash at Portland, OR, involved an aircraft with a comparatively minor landing gear problem. The Chicago crash involved an aircraft with a demanding emergency but it occurred in excellent weather and the aircraft was later determined to be very flyable; indeed, it was flying and climbing just as it was supposed to be doing until the pilot flying changed his flight profile to conform to the recommended and approved procedures. What could have gone so wrong as to have caused the worst aircraft accident in aviation history at Tenerife, the worst aircraft crash in U.S. history at Chicago, and the other equally tragic and preventable accidents?

The deficiency of the command structure could be assigned a major part for the crashes in all except the DC-10 accident at Chicago. Those deficiencies manifested themselves as an infallibility of the captain and a reluctance of the co-pilot and other crew members to step forward with command alternatives. Unwarranted blind faith in procedures contributed to the Chicago crash. The aviation community gives command structure lip-service but the supremacy and infallibility of the aircraft commander is alive and well. A co-pilot is like a secretary in the business world, taking orders and doing paperwork but not making decisions for the company. When a corporate CEO falters the board of directors provides another leader. When a captain

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In the Tenerife accident, seven people watched the sequence of events fall into place that preceded the wreck with only a few low-keyed inputs.[7] Basically, the KLM airplane took off directly into the path of the Pan Am airplane that was taxiing in an opposite direction on the same runway in very foggy conditions, but it was not quite so simple. There was more involved. Those seven that were involved in the accident included the airport's control tower operator, the three cockpit crew members of the Pan Am airplane and the three cockpit crew members of the KLM plane. In reality, only the tower operator and the two captains were making decisions but what about the second-in-command and the other crew members in both airplanes?

Both custom and tradition can elevate a skipper to lofty heights and if the commander is further renowned by war records, professional position or special talents, he or she can become almost infallible. Such ascendancy has a certain amount of military heritage where the mere mention of a great warrior's name can bring a hush over an entire group. When a flight commander becomes unaccountable and blinded by self-importance, the ability to use common sense and good logic in the thought process becomes impaired. This is an undesirable situation in the aviation world where things, especially bad things, can happen at a blinding pace.

The KLM pilot was obviously more than just a pilot, at least in the company structure. He was their most senior captain as well as a training pilot. As the company's senior training captain he had probably trained most, if not all, current KLM pilots; he was a living legend within the pilot group. Further, he was obviously highly regarded in the tight circle of upper management. His photograph was used in company publications with his image looming large, front and center. While holding such a large part of the big picture he was perhaps thinking beyond his local environment as a line pilot on this particular trip. If he had been a manager at company headquarters he might have been thinking about saving hotel expenses, contract negotiations, scheduling problems and the like, things that an ordinary line pilot might not worry about. But on this day he was not at headquarters; he was out of his element. He had spent much of his career as a training pilot in flight simulators where a crash results in an innocuous thump on the bottom of the simulator. Another insidious factor was in

place; in a flight simulator the training captain doesn't ask for take-off clearance; he gives the clearance. There is no control tower operator involved.

Could it be that on this foggy day in March, he momentarily forgot where he was? From the conversation left on the cockpit voice recorder he hadn't forgotten who he was. The cockpit voice-recorder shows the captain virtually disarmed with his demeanor his most vital safety link, his co-pilot, the second-in-command.

At numerous points along the short trip from the parking spot to the collision any member of the two crews could and should have interceded with a forceful protest or offered an alternate plan of action. Of course, the control tower operator could have held the Pan Am airplane short of the runway until the KLM plane had taken off. What the control tower did was not illegal and was probably done everyday at that airport with a single runway and no taxiways available. A judgment call of course, but on a day with heavy fog restricting visibility and no radar available to accurately determine the position of each aircraft why take an unnecessary risk? Another last-

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Two years and two months after the Tenerife crash, a DC-10 took off from Chicago's O'Hare Airport and lost an engine, not just power, but the engine actually fell off the plane. As the plane lost its engine, it also lost one of the three hydraulic systems that operate the flight controls. However, on the DC-10, only one hydraulic system is needed to sustain flight and both #2 and #3 systems were operating normally. The engine that was lost also took its hydraulic pump with it, the heart of the #1 system. Concurrently with the loss of the engine and its hydraulic system, without a cockpit indication, the wing slats retracted on the left side of the airplane thus reducing the stall speed on that wing.

It was a demanding emergency to be sure but a three-engine aircraft will fly on two engines and it did, until the pilots changed to the approved flight profile that was written by the hands of god, the authors of company aeronautical canon. The engine-out procedure called for the climb profile airspeed to be no more than V2+ 10 knots, which was about 6 knots below the stall speed for their abnormal (but unbeknownst to the pilots) wing-slats configuration. Never mind that they were already flying beyond that speed at 172 knots and climbing nicely; one must conform as closely as possible to approved procedures. As their speed was reduced toward the procedural target airspeed the airplane's left wing stalled; the airplane rolled over on its back and crashed into the ground.

In most abnormal conditions of this type, a pilot is wise to maintain whatever airspeed that has been achieved. In the case of this crippled DC-10 airspeed was critical. Giving up airspeed to satisfy a procedure was not a good idea. However, once the procedure was printed in the company's operating manual it became the gospel, the printed word of God, the bible. After the crash the flight profile was changed in the operating manual; so much for the written word.

On a hot summer day of 1985, a Lockheed L-1011 jumbo jet is making an approach to the south at DFW Airport.[8] As they begin to turn in toward the airport an active thunderstorm sits right in its flight path. One of the crew points out that there is lightening flashing out of the storm just ahead; a clear indication that evasive action is necessary, immediate evasive action. The plane continues on its intercept heading. The pilot at the controls was about to do battle with Mother Nature, an angry mother on this day. The other two crewmen watched. Apparently, there was no plan of action on how to avoid the obvious hazard directly ahead. The surrounding area was clear of storms and there were at least three alternate airports within a few miles where they could have landed had fuel been an issue.

Indeed, the other side of the airport was in the clear. Without so much as a second thought, they drove straight into a devastating micro-burst, a severe downdraft of unbelievable power. If you can see storm clouds with visible lightening, you don't fly into that storm. It is not a good idea and bad things will likely happen. Without knowledge of either pilot's personality make-up it is

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Perhaps the most difficult task a second-in-command pilot will ever face is how to terminate a potentially dangerous action when it is being directed by the captain. This action has to be trained for and allowed to flourish. At the same time, flight commanders should be trained on how to recognize and resolve disputes with other crew members. Could the helmsman on the Titanic have counseled the captain that running through iceberg infested waters at full-speed, in the dead of night, was maybe not a healthy thing to do? Not a chance, as it were.

On the night of April 14, 1912, Captain John Edward Smith, the White Star Line's most prestigious captain, was commanding officer of the most technologically advanced steamship in the world, the Titanic.[9] On that night, the Titanic was sailing the North Atlantic under heavy clouds of unbridled, supreme arrogance. Other lesser ships in the area had shut down for the night as icebergs had been reported in that part of the dark Atlantic

Ocean. The KLM Boeing 747 was like the Titanic except that it was traveling at about 150 miles per hour when the iceberg was sighted, a few hundred feet dead ahead.

In past years during training, a co-pilot did not have to perform all the maneuvers that a captain was required to perform yet if the captain became incapacitated the co-pilot might have to perform any one of those exact maneuvers single-handed, without being trained to do so. It would make sense that the second-in-command be trained and fully rated as a captain. On a day-to-day basis, only the captain is allowed or required to do certain things and herein is a problem. Only the captain signs the flight plan, starts the engines, taxis the airplane and sometimes, makes all the take-offs and landings. A competent and fully engaged co-pilot can do all those things. However, after years of being underutilized it is no wonder that usefulness of the co-pilot is diminished. Incidentally, incapacitation almost never gets reported unless a crew member actually dies or has to be physically assisted when leaving the cockpit.

A review of the command structure, i.e., eliminating the god-mentality in the cockpit, and developing a more comprehensive training of the second-tier managers might be in order. The not-uncommon practice of manning the cockpit with simulator pilots when peak demands arise likewise has obvious implications. Bad procedures can produce equally devastating results. It is apparent that the engine-out procedure in place at the time of the Chicago crash was inappropriate for the situation and once it was applied at low altitude there was not time for experimentation to find out what would work. Blind faith in the bible and its authors did not serve the passengers and crew well on American's DC-10 that day.

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Standardization and adherence to flying procedures under the command structure usually makes for an easy flowing routine but there are times when neither is appropriate for the situation at hand. All of the previously mentioned accidents might well have been prevented if someone had stepped outside the box and provided an alternate game-plan. However, human nature apparently doesn't allow a person to work inside the box for extended periods of time and then to suddenly step out and deliver a command-performance. Also, the command system does not readily accept alternate game-plans. Crew Resource Management training was an attempt to address the situation but never quite achieved a solution because of the complexities of human nature and years of authoritarian training. Crew Resource Development might provide relief from the dark void that can sometimes kill.

A healthy cockpit is where all crewmembers feel free, and indeed, compelled, to offer judgmental calls on the operation of their craft. An unhealthy cockpit is a place where only one voice is heard and the other crewmen are unable to act because of previously mentioned reasons. While technology has progressed at an exponential rate, human engineering has eluded perfection.

All the crewmen in the previously mentioned accidents were experienced and qualified; they became victims with their passengers when fate interrupted their journey as technology and humans collided and custom and tradition hobbled their performance.

Charles Foerster *is a graduate of the University of Houston, a former U.S. Naval Aviator and professional pilot.* jcfoers@msn.com

Notes:

[1] File: Fairchild B-52 Crash.jpg, Wikipedia Commons

http://w1.rob.com/pix/B52_crash/B52CRSH2

[2] Subsecretaria de Aviacion Civil, Spain ,

http://www.pan-american.de/Desasters/Teneriffe3.html

[3] AirDisaster.com

http://www.airdisaster.com/investigations/ua173.shtml

[4] NTSB/AAR-79-17

http://www.airdisaster.com/reports/ntsb/AAR79-17.pdf

[5] AirDisaster.com

http://www.airdisaster.com/special/special-dl191.shtml

[6] NTSB Report, Avianca 52, Jan 25, 1990

http://www.airdisaster.com/reports/ntsb/AAR91-04.pdf

[7] Project-Tenerife

http://www.project-tenerife.com/engels/

[8] NTSB Accident Report, Delta Airlines,

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Next



AWRY: The B-52 exceeded authorized maneuvers | and, after aborting a landing, lost altitude

B52CRSH2

B52CRSH2

Comments

Add a comment

on 2004-May-25 18:55:22 Anonymous coward said

Aaron
Is that an ejetction seat in front of the horizontal stab?

on 2004-Jun-13 07:06:54 Anonymous coward said

beaver
they call that losing altitude???
I call that falling...

on 2004-Jun-30 17:37:34 Anonymous coward said

John
I call it a dumb ass pilot.

on 2004-Jul-01 02:08:13 Anonymous coward said

Intrepid
I saw the video of this. The pilot had just got done flying at 30 ft barely clearing a hill top. After that he tried an F16 type hard left bank but didn't have the speed or the altitude.

on 2004-Jul-26 19:03:44 Anonymous coward said

Catman

Adsense
AdChoices
Hotels Verona airport
www.booking.com/VRN
Hotels near the airport on a map. Book online now. Pay at the hotel.

Photo info

Title: B52CRSH2
Description: B52CRSH2
File name: B52CRSH2.jpg
Owner: Matt Bailey

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Aviation disasters are becoming more and more frequent in the recent times and have attracted the attention of pilots and non-pilots equally. This is due to the increased interest to learn from these accidents. This section provides you information about the 20 worst aviation accident in USA carriers and reasons of its happening. The objective of pointing out the causes is that future care will be taken to avoid human errors and will also help in shaping the amendment acts which will ensure more safety to the passengers and for the aircraft.

09/11/2001 New York City, New York American / United Airlines





Date: September 11, 2001

Time: 08:47

Location: New York City, New York

Operator: American Airlines

Flight #: 11

Route: Boston - Los Angeles

AC Type: Boeing 767-223ER

Registration: N334AA

cn / ln: 22332/169

Aboard: 92 (passengers:81 crew:11)

Fatalities: 92 (passengers:81 crew:11)

Ground Fatalities: 2750

Crash Details: The aircraft was hijacked shortly after it left Logan International Airport in Boston. The hijackers took control of the aircraft and deliberately crashed it into the north tower of the World Trade Center between the 94th and 99th floors at approximately 450 mph. After 102 minutes, the building collapsed. It was one of four planes that were hijacked the same day.

03/27/1977 Tenerife, Canary Islands Pan Am / KLM



Date: March 27, 1977

Time: 17:07

Location: Tenerife, Canary Islands

03/27/1977 Tenerife, Canary Islands Pan Am / KLM





Date: March 27, 1977

Time: 17:07

Location: Tenerife, Canary Islands

Operator: Pan American World Airways / KLM

Flight #: 1736/4805

Route: Tenerife - Las Palmas / Tenerife - Las Palmas

AC Type: Boeing B-747-121 / Boeing B-747-206B

Registration: N736PA/PH-BUF

cn / ln: 19643/11 / 20400/157

Aboard: 644 (passengers:614 crew:30)

Fatalities: 583 (passengers:560 crew:23)

Ground Fatalities: 0

Crash Details: Both aircraft were diverted to Tenerife because of a bombing at Las Palmas Airport. After an extended delay, both planes were instructed to back track up the runway. The KLM plane reached its takeoff point while the Pan Am plane was still on the runway. The Pan Am plane continued up the runway missing the taxiway turnout. There was heavy fog on the runway. The KLM plane began its takeoff roll without permission with the Pan Am plane still on the runway. The KLM plane hit the Pan Am plane just as it was taking off. Both planes burst into flames. KLM 234 + 14 crew, Pan Am 326 + 9 crew killed. All aboard the KLM plane were killed. The Pan Am aircraft was named Clipper Victor. The KLM aircraft was named Rhine River.

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05/25/1979 Chicago, Illinois American Airlines





Date: May 25, 1979

Time: 15:04

Location: Chicago O'Hare, Illinois

Operator: American Airlines

Flight #: 191

Route: Chicago, IL- Los Angeles, CA

AC Type: McDonnell Douglas DC-10-10

Registration: N110AA

cn / ln: 46510/22

Aboard: 271 (passengers:258 crew:13)

Fatalities: 271 (passengers:258 crew:13)

Ground Fatalities: 2

Crash details: During takeoff just, as the plane lifted from the runway, the left engine and pylon separated from the aircraft damaging the wing and hydraulic system which caused the aircraft to roll and crash. Highest single plane death toll in U.S. aviation history. Asymmetrical stall and the ensuing roll of the aircraft because of the uncommanded retraction of the left wing outboard leading edge slats and the loss of stall warning and slat

20 Worst...

12/21/1988 Lockerbie, Scotland Pan American World Airways





Date: December 21, 1988

Time: 19:03

Location: Lockerbie, Scotland

Operator: Pan American World Airways

Flight #: 103

Route: London - New York City

AC Type: Boeing B-747-121A

Registration: N739PA

cn / ln: 19646/15

Aboard: 259 (passengers:243 crew:16)

Fatalities: 259 (passengers:243 crew:16)

Ground Fatalities: 11

Crash details: The airliner disappeared from radar shortly after leveling off at FL 310 while on a flight from Heathrow Airport, London, to New York. The aircraft broke up with two main sections of wreckage coming down in the town of Lockerbie. Detonation of an explosive device in the forward cargo area planted by terrorists created this disaster. Musician Paul Jeffreys was killed in this crash. The aircraft was named "Clipper Maid of the Seas."

11/12/2001 Belle Harbor, Queens, New York American Airlines





Date: November 12, 2001

Time: 09:16

Location: Belle Harbor, Queens, New York

Operator: American Airlines

Flight #: 587

Route: New York City - Santo Domingo, Dominican Rep.

AC Type: Airbus A-300-605R

Registration: N14053

cn / ln: 420

Aboard: 260 (passengers:251 crew:9)

Fatalities: 260 (passengers:251 crew:9)

Ground Fatalities: 5

Crash Details: Three minutes after taking off and while in a climbing left turn, at 2,800 ft., parts of the plane, including the vertical stabilizer and rudder, fell from the aircraft. The crew soon lost control of the plane which nose dived and crashed into a residential neighborhood. After flying into the wake turbulence of about two minutes into the flight, investigators believe a series of quick rudder swings by the copilot whipped the tail so severely that the fin broke off. The National Transportation Safety Board has found that pilot error was the probable cause. Sharply criticizing American Airlines Advanced Aircraft Maneuvering Program, the Board said that American Airlines' pilot training included a simulator exercise which could have caused the first officer to have an unrealistic and exaggerated view of the effects of wake turbulence, erroneously associate wake turbulence encounters with the need for aggressive roll upset recovery techniques and develop control strategies that would produce a much different -- and potentially surprising and confusing -- response if performed during flight. In addition, because of its high sensitivity, the Airbus A-300-600 rudder control system is

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1:40 AM

Ground Fatalities: 5

Crash Details: Three minutes after taking off and while in a climbing left turn, at 2,800 ft., parts of the plane, including the vertical stabilizer and rudder, fell from the aircraft. The crew soon lost control of the plane which nose dived and crashed into a residential neighborhood. After flying into the wake turbulence of about two minutes into the flight, investigators believe a series of quick rudder swings by the copilot whipped the tail so severely that the fin broke off. The National Transportation Safety Board has found that pilot error was the probable cause. Sharply criticizing American Airlines Advanced Aircraft Maneuvering Program, the Board said that American Airlines' pilot training included a simulator exercise which could have caused the first officer to have an unrealistic and exaggerated view of the effects of wake turbulence, erroneously associate wake turbulence encounters with the need for aggressive roll upset recovery techniques and develop control strategies that would produce a much different -- and potentially surprising and confusing -- response if performed during flight. In addition, because of its high sensitivity, the Airbus A-300-600 rudder control system is susceptible to potentially hazardous rudder pedal inputs at higher airspeed.

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12/12/1985 Gander, Newfoundland, Canada Arrow Airways

Date: December 12, 1985

Time: 06:45

Location: Gander, Newfoundland, Canada

Operator: Arrow Airways

Flight #: MF1285R

Route: Gander - Fort Campbell, KY

AC Type: McDonnell Douglas DC-8 Super 63PF

Registration: N950JW

cn / ln: 46058/433

Aboard: 256 (passengers:248 crew:8)

Fatalities: 256 (passengers:248 crew:8)

Ground: Fatalities 0





The monument entitled "Silent Witness" a forever memory to Flight 1285, is located over looking the crash site of the charter Arrow Air DC-8 at Gander Lake, Newfoundland.

Crash Details: The aircraft stalled and crashed during takeoff. Two hundred and forty four members of the 101st Airborne Division from Fort Campbell, Kentucky were killed in the accident. There is controversy surrounding this crash. The majority opinion of the board was that the cause of the sequence leading up to the stall and crash could not be determined, with icing a possibility. The minority opinion was that the crash was possibly caused by detonation of an explosive device of unknown origin in a cargo compartment which led to an in-flight fire and loss of control of the aircraft.

07/17/1996 Off East Moriches, New York Trans World Airlines

Date: July 17, 1996

Time: 20:31

Location: Off East Moriches, New York

Operator: Trans World Airlines

Flight #: 800

Route: New York City - Paris

AC Type: Boeing B-747-131

Registration: N93119

cn / ln: 20083/153

Aboard: 230 (passengers:212 crew:18)





The wreckage of TWA Flight 800 sits in a hangar in Calverton, N.Y

Ground Fatalities: 0

Crash Details: While on a flight from New York to Paris, France, the aircraft exploded at FL 130, broke up and crashed into the Atlantic Ocean off Long Island, N.Y. The NTSB determined that the probable cause of the accident was an explosion of the center wing fuel tank resulting from ignition of the flammable fuel/air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty but, of the sources evaluated by the investigation, the most likely was a short circuit outside of the center wing tank that allowed excessive voltage to enter it through electrical wiring associated with the fuel quantity indication system. To say that numerous government agencies acted strangely and suspiciously would be an understatement. A great deal of evidence was either suppressed or ignored. Rumors persist that the plane was brought down by a missile, either by the Navy conducting exercises in the area or by terrorists.

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09/11/2001 Arlington, Virginia American Airlines



Date: September 11, 2001

Time: 09:45

Location: Arlington, Virginia.

Operator: American Airlines

Flight #: 77

Route: Washington D.C. - Los Angeles

AC Type: Boeing B-757-223

Registration: N644AA

cn / ln: 24602/365

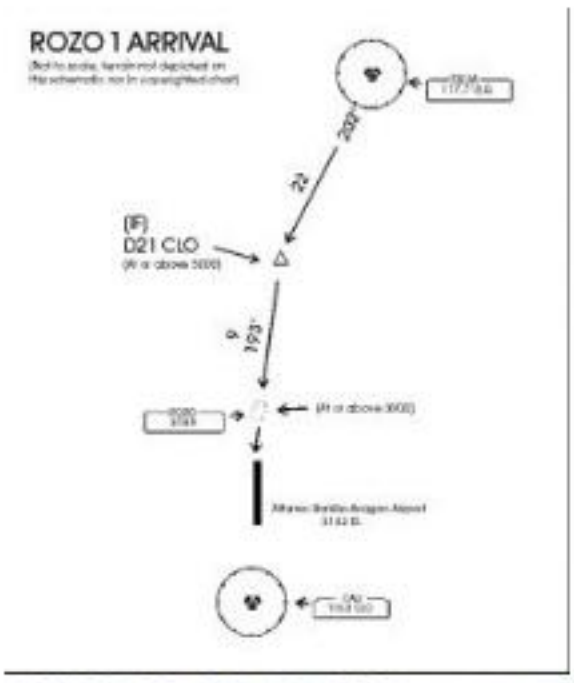
Aboard: 64 (passengers:58 crew:6)

Fatalities: 64 (passengers:58 crew:6)

Ground Fatalities: 125

Crash Details: The aircraft was hijacked after taking off from Dulles International Airport. The hijackers took control of the aircraft and deliberately crashed it into the Pentagon. It was one of four planes that were hijacked the same day.

12/20/1995 Buga, Columbia American Airlines



Date: December 20, 1995

Time: 21:38

Location: Near Buga, Valle del Cauca, Colombia

Operator: American Airlines

Flight #: 965

Route: Miami - Cali

AC Type: Boeing B-757-223

Registration: N651A

cn / ln: 24609



Aboard: 164 (passengers:156 crew:8)

Fatalities: 160 (passengers:152 crew:8)

Ground Fatalities: 0

Crash Details: While on a flight from Miami, FL to Cali, Columbia the aircraft crashed into Mt. El Deluvio 38 miles north of Cali while attempting to land. On approach, the crew was requested to report over Tulua VOR which they already passed. This confused them and they decided to go direct to Rozo beacon. Entering the abbreviation "R", incorrectly steered the plane towards Bogota. More than a minute into the turn the crew steered manually toward Cali, but this now took them into the path of a mountain. Crew error. Lack of situational awareness, failure to adequately plan and execute

Registration: N651A

cn / ln: 24609

Aboard: 164 (passengers:156 crew:8)

Fatalities: 160 (passengers:152 crew:8)

Ground Fatalities: 0



Crash Details: While on a flight from Miami, FL to Cali, Columbia the aircraft crashed into Mt. El Deluvio 38 miles north of Cali while attempting to land. On approach, the crew was requested to report over Tulua VOR which they already passed. This confused them and they decided to go direct to Rozo beacon. Entering the abbreviation "R", incorrectly steered the plane towards Bogota. More than a minute into the turn the crew steered manually toward Cali, but this now took them into the path of a mountain. Crew error, Lack of situational awareness, failure to adequately plan and execute the approach, failure to realize that the FMS had turned the aircraft toward mountains and also Crew neglecting to retract the speed brakes after the Ground Proximity Warning System alert, Lack of adequate radar, Different Flight Management System naming convention from that published in navigational charts are all reasons clamed for this crash.

08/16/1987 Romulus, Michigan Northwest Airlines

Date: August 16, 1987

Time: 20:46

Location: Romulus, Michigan

Operator: Northwest Airlines

Flight #: 255

Route: Detroit, MI - Phoenix, AZ

AC Type: McDonnell Douglas MD-82

Registration: N312RC

cn / ln: 48090/1040

Aboard: 155 (passengers:149 crew:6)



Memorial to the people who were killed from the crash of Flight 255 at a bridge on I-94 in Romulus, Michigan, at 8:48 pm on August 16, 1987. Apparently the plane's wing touched a building on the airport property, then flipped over on to the ground, k



touched a building on the airport property, then flipped over on to the ground, k

Registration: N312RC

cn / ln: 48090/1040

Aboard: 155 (passengers:149 crew:6)

Fatalities: 154 (passengers:148 crew:6)

Ground Fatalities: 2



Crash Details: The aircraft stalled and crashed during takeoff from Detroit Metropolitan Wayne County Airport. After liftoff, the wings of the airplane rolled to the left and right and then the aircraft collided with obstacles northeast of the runway when the left wing struck light poles and the roof of a rental car agency. A 4-year-old girl, Cecilia Cichan, was the only survivor. Slats and flaps did not extend. Crew's failed to use taxi checklist to ensure flaps and slats were extended. Lack of electrical power to the aircraft takeoff warning system. Cecelia is now married and has earned a Psychology degree from the University of Alabama. Although she has made no public statements or attended annual memorial services regarding the tragic crash, she corresponds with some of the crash victims' loved ones.

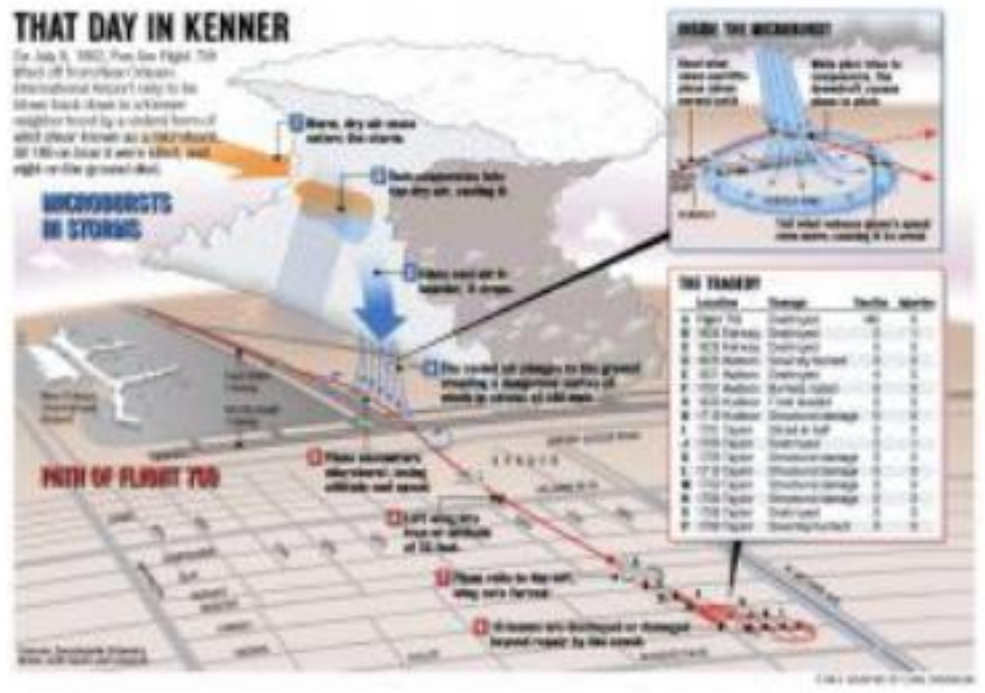
07/09/1982 Kenner, Louisiana Pan American World Airways

Date: July 09, 1982

Time: 16:09

Location: Kenner, Louisiana

Operator: Pan American World Airways



Flight #: 759

Route: New Orleans - Las Vegas

AC Type: Boeing B-727-235

Registration: N4737

cn / ln: 19457/518

Aboard: 145 (passengers:138 crew:7)

Fatalities: 145 (passengers:138 crew:7)

09/25/1978 San Diego, California Pacific Southwest/Private

Date: September 25, 1978

Time: 09:02

Location: San Diego, California

Operator: Pacific Southwest Airlines / Private

Flight #: 182

Route: Los Angeles - San Diego

AC Type: Boeing B-727-214 / Cessna 172

Registration: N533PS/N7711G

Aboard: 137 (passengers:128 crew:9)

Fatalities: 137 (passengers:128 crew:9)

Ground Fatalities: 7

Crash Details: Midair collision. The PSA was descending and about to land at Lindbergh Field. The Cessna was climbing while engaged in practice approaches. The 727 overtook and struck the Cessna from the rear. The primary cause was the PSA crew lost sight of the Cessna and did not make that fact known to the ATC. The ATC failed to realize from the PSA transmissions that they lost sight of the Cessna. One hundred thirty-five killed on the PSA, two on the Cessna and seven on the ground. Crew fatigue may have played a part in the accident as there are unofficial reports that the crew attended an all night party and had only 2 hours









08/02/1985 Ft. Worth-Dallas, Texas Delta Air Lines



Date: August 02, 1985

Time: 18:06

Location: Ft. Worth-Dallas, Texas

Operator: Delta Air Lines

Flight #: 191

Route: Fort Lauderdale - Dallas-Fort Worth

AC Type: Lockheed L-1011-1 TriStar

Registration: N726DA

cn / ln: 1163

Aboard: 163 (passengers:152 crew:11)

Fatalities: 134 (passengers:126 crew:8)

Ground Fatalities: 1

Crash Details: While on a flight from Fort Lauderdale, FL to Dallas/ Fort Worth, the aircraft crashed while making an landing attempt in thunderstorm activity. The plane touched down 6,000 feet short of the runway and 360 feet to the left of the runway centerline, became airborne again, struck a car killing the driver, crossed the highway and crashed into two water tank reservoirs. Microburst induced windshear was the reason for this malfunction. The flightcrew's decision to initiate and continue the approach into a cumulonimbus cloud which they observed to contain lightning was one wrong step towards disaster. Lack of training for avoiding and escaping from low-altitude windshear is the dominant reason for this crash.

12/16/1960 Staten Island/Brooklyn, New York United Air Lines / TWA



Date: December 16, 1960

Time: 10:33

Location: Staten Island / Brooklyn, New York

Operator: United Air Lines / Trans

12/16/1960 Staten Island/Brooklyn, New York United Air Lines / TWA



Date: December 16, 1960

Time: 10:33

Location: Staten Island / Brooklyn, New York

Operator: United Air Lines / Trans World Airlines

Flight #: 826/266

Route: Chicago - New York City / Columbus - New York City

AC Type: MD DC-8-11 / Lockheed 1049 S Const

Registration: N8013U/N6907C

cn / ln: 45290 /4021

Aboard: 128 (passengers:116 crew:12)

Fatalities: 128 (passengers:116 crew:12)

Ground Fatalities: 6

Crash Details: A midair collision took place over Staten Island at 5,000 ft. The Connie was cleared to land at La Guardia Airport on Runway 04 when the United DC-8 struck the Connie tearing it apart. The Connie immediately crashed to the ground at Miller Army Air Field on Staten Island. One passenger was sucked out into one of the DC8s jet engines. Other passengers fell from the Connie as the spinning fuselage fell onto Staten Island. The United jet tried to make an emergency landing at La Guardia Airport but could not maintain altitude and crashed into the streets of Brooklyn. Forty-four passengers on the Constellation and eighty four passengers on the DC-8 were killed. Three passengers from the DC-8 died shortly after. One young boy, Stephen Baltz survived several days before succumbing to his injuries. Six people were also killed on the ground. The United crew entered a low-altitude holding pattern at 500 miles per hour, twice the speed it should have been going and flew past the clearance limits and airspace allocated to the flight. One of 2 VORs on the DC-8 was not functioning. Although the crew knew this, they failed to report this to the ATC, who probably would have provided extra radar assistance.

1:42 AM

09/08/1994 Aliquippa, Pennsylvania USAir





Date: September 08, 1994

Time: 19:03

Location: Near Aliquippa, Pennsylvania

Operator: USAir

Flight #: 427

Route: Chicago - Pittsburgh

AC Type: Boeing B-737-3B7

Registration: N513AU

cn / ln: 23699/1452

Aboard: 132 (passengers:127 crew:5)

Fatalities: 132 (passengers:127 crew:5)

Ground Fatalities: 0

Crash Details: While on approach, the aircraft went into a sudden nose dive from 6,000 ft. and crashed into a wooded ravine 6 miles northwest of Pittsburgh International Airport. The accident was caused by a loss of control of the aircraft resulting from the movement of the rudder surface to its blowdown limit or an uncommanded rudder reversal. The rudder surface deflected in a direction opposite to that commanded by the pilots as a result of a jam of the main rudder PCU servo valve secondary slide to the servo valve housing offset from its neutral position and overtravel of the primary slide. The most likely sequence of events that led up to the accident included the jamming of the PCU servo valve, the application of light left rudder followed by hard right rudder which caused the rudder to reverse in the opposite direction the pilot commanded it to go. The application of hard right rudder was possibly initiated because the plane flew into the wake vortex of a B-727 which rolled the plane to the left. Rudder hardover is normally corrected with the stick (ailerons) but because the plane was flying at the crossover speed of 190 knots with flaps 1, using the stick would not correct the situation. When the right rudder was applied the rudder went to its fullblown left position causing the plane to roll further left, stall and go into a dive. Some speculate if the pilot-in-command pushed forward on the yoke to gain some speed rather than pull back, the accident possibly could have been avoided. Blame was

06/30/1956 Grand Canyon, Arizona United Airlines / TWA

Date: June 30, 1956

Time: 10:32

Location: Grand Canyon, Arizona

Operator: United Air Lines / Trans World Airlines

Flight #: 718 / 2

Route: Los Angeles - Chicago / Los Angeles - Kansas City

AC Type: Douglas DC-7 / Lockheed S Constellation

Registration: N6902C/N6324C

cn / ln: 44288 / 4016

Aboard: 128 (passengers:117 crew:11)

Fatalities: 128 (passengers:117 crew:11)

Ground Fatalities: 0

Crash Details: The TWA aircraft flying from Los Angeles to Kansas City and the United Aircraft flying from Los Angeles to Chicago collided over the Grand Canyon. Both planes were traveling about 320 mph. Both aircraft were flying in uncontrolled airspace. All fifty-eight on the DC-7 and seventy on the Constellation were killed. The pilots did not see each other in time to avoid the collision. It is not possible to determine why the pilots did not see each other, but the evidence suggests that it resulted from any







06/24/1975 New York, New York Eastern Air Lines

Date: June 24, 1975

Time: 16:05

Location: JFK Airport, New York, New York

Operator: Eastern Air Lines

Flight #: 66

Route: New Orleans - New York City

AC Type: Boeing B-727-225

Registration: N8845E

cn / ln: 20443/837

Aboard: 124 (passengers:116 crew:8)

Fatalities: 113 (passengers:107 crew:6)

Ground Fatalities: 0

Crash Details: The aircraft crashed into the approach lights to runway 22L at JFK while on an ILS approach to the runway. Aircraft encountered with heavy rain and a very strong thunderstorm that was located astride the ILS localizer course which resulted in a high descent rate into approach light towers.The flightcrew's delayed recognition and correction of the high descent rate and their reliance upon visual cues rather than on flight instrument reference was another fact for this crash. However, the adverse winds might have been too severe for a successful approach and landing even had they relied upon and responded rapidly to the indications of the flight instruments.Contributing to the accident was the continued use of Runway 22L when it should have become evident to both air traffic control personnel and the flightcrew that a severe weather hazard existed along the approach path.

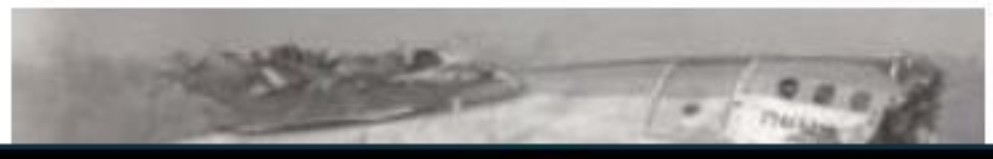


Aerial view shows wreckage, rescue vehicles and shroud-covered bodies of victims of ill-fated Eastern Airlines' Boeing 727 which crashed during an apparently normal landing approach to the airport



This plane broke up and caught fire after striking approach lights during an instrument landing.

07/19/1989 Sioux City, Iowa United Airlines



07/19/1989 Sioux City, Iowa United Airlines

Date: July 19, 1989

Time: 16:00

Location: Sioux City, Iowa

Operator: United Air Lines

Flight #: 232

Route: Denver, CO - Chicago, IL

AC Type: McDonnell Douglas DC-10-10

Registration: N1819U

cn / ln: 46618

Aboard: 298 (passengers:287 crew:11)

Fatalities: 112 (passengers:111 crew:1)

Ground Fatalities: 0

Crash Details: Catastrophic failure of the No. 2 (rear) engine while en route from Denver to Chicago, with total loss of all three hydraulics systems due to damage was the reason for crash. The aircraft maneuvering with only the thrust of the engines, crashed while attempting to land at Sioux City. Failure to detect a fatigue crack in the No. 2 engine resulting in the disintegration of the fan disk and loss of all three hydraulic systems. This crash is the Subject of the 1992 TV-movie "Crash Landing: The Rescue of Flight 232."





1989, United Airlines flight 232, a McDonnell Douglas DC-10 en route for Chicago OHare from Denver, crashes in Sioux City, Iowa, following the uncontained failure of the #2 engine and the loss of all hydraulic controls.



United Airlines Flight 232 crash landed in Sioux City, Iowa, U.S.. 111 of those on board were killed - but the actions of the crew helped save the other 185 flying on the DC-10

09/04/1971 Juneau, Alaska Alaska Airlines

09/04/1971 Juneau, Alaska Alaska Airlines



Date: September 04, 1971

Time: 11:15

Location: Near Juneau, Alaska

Operator: Alaska Airlines

Flight #: 1866

Route: Anchorage - Seattle

AC Type: Boeing B-727-193

Registration: N2969G

cn / ln: 19304/287

Aboard: 111 (passengers:104 crew:7)

Fatalities: 111 (passengers:104 crew:7)

Ground Fatalities: 0

Crash Details: The aircraft crashed into the slopes of Chikat Mountain in rain and fog while attempting a non-precision instrument landing at Juneau Municipal Airport. Reason for crash was Display of misleading navigation information which resulted in the premature descent below obstacle clearance altitude. The crew didn't use all available navaids to check the position of the aircraft.

05/11/1996 Everglades, Miami, Florida Valujet





Date: May 11, 1996

Time: 14:15

Location: Everglades, Miami, Florida

Operator: ValuJet

Flight #: 592

Route: Miami - Atlanta

AC Type: McDonnell Douglas DC-9-32

Registration: N904VJ

05/11/1996 Everglades, Miami, Florida Valujet







Date: May 11, 1996

Time: 14:15

Location: Everglades, Miami, Florida

Operator: ValuJet

Flight #: 592

Route: Miami - Atlanta

AC Type: McDonnell Douglas DC-9-32

Registration: N904VJ

cn / ln: 47377/496

Aboard: 110 (passengers:105 crew:5)

Fatalities: 110 (passengers:105 crew:5)

Ground Fatalities: 0

Crash Details: The aircraft crashed 18 miles NW of Miami airport in a remote part of the Everglades. Shortly after taking off, after the crew reported fire and smoke in the cabin and cockpit. The in-flight fire was
caused by activation of one or more oxygen generators in the forward cargo hold. The generators were outdated, improperly labeled, lacked safety caps and were prohibited from being transported on a passenger flight. The loss of control resulted either from flight control failure or incapacitation of the crew due to extreme heat and smoke. Candi Kubeck was the first American female commercial airline captain to be killed in a crash. San Diego Chargers running back Rodney Culver, 26, and his wife were among the passengers killed and also singer, songwriter Walter Hyatt, 46.

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Crash Details: While on a flight from New York to Paris, France, the aircraft exploded at FL 130, broke up and crashed into the Atlantic Ocean off Long Island, N.Y. The NTSB determined that the probable cause of the accident was an explosion of the center wing fuel tank resulting from ignition of the flammable fuel/air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty but, of the sources evaluated by the investigation, the most likely was a short circuit outside of the center wing tank that allowed excessive voltage to enter it through electrical wiring associated with the fuel quantity indication system. To say that numerous government agencies acted strangely and suspiciously would be an understatement. A great deal of evidence was either suppressed or ignored. Rumors persist that the plane was brought down by a missile, either by the Navy conducting exercises in the area or by terrorists.

09/11/2001 Arlington, Virginia American Airlines





Date: September 11, 2001

Time: 09:45

Location: Arlington, Virginia.

Operator: American Airlines

Flight #: 77

Route: Washington D.C. - Los Angeles

AC Type: Boeing B-757-223

Registration: N644AA

cn / ln: 24602/365

Aboard: 64 (passengers:58 crew:6)

Fatalities: 64 (passengers:58 crew:6)

Ground Fatalities: 125

Crash Details: The aircraft was hijacked after taking off from Dulles International Airport. The hijackers took control of the aircraft and deliberately crashed it into the Pentagon. It was one of four planes that were hijacked the same day.

12/20/1995 Buga, Columbia American Airlines



Ground: Fatalities 0

Crash Details: The aircraft stalled and crashed during takeoff. Two hundred and forty four members of the 101st Airborne Division from Fort Campbell, Kentucky were killed in the accident. There is controversy surrounding this crash. The majority opinion of the board was that the cause of the sequence leading up to the stall and crash could not be determined, with icing a possibility. The minority opinion was that the crash was possibly caused by detonation of an explosive device of unknown origin in a cargo compartment which led to an in-flight fire and loss of control of the aircraft.

07/17/1996 Off East Moriches, New York Trans World Airlines

Date: July 17, 1996

Time: 20:31

Location: Off East Moriches, New York

Operator: Trans World Airlines

Flight #: 800

Route: New York City - Paris

AC Type: Boeing B-747-131

Registration: N93119

cn / ln: 20083/153

Aboard: 230 (passengers:212 crew:18)



The wreckage of TWA Flight 800 sits in a hangar in Calverton, N.Y

Fatalities: 230 (passengers:212 crew:18)

Ground Fatalities: 0

Crash Details: While on a flight from New York to Paris, France, the aircraft exploded at FL 130, broke up and crashed into the Atlantic Ocean off Long Island, N.Y. The NTSB determined that the probable cause of the accident was an explosion of the center wing fuel tank resulting from ignition of the flammable fuel/air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty but, of the sources evaluated by the investigation, the most likely was a short circuit outside of the center wing tank that allowed excessive voltage to enter it through electrical wiring associated with the fuel

Ground Fatalities: 5

Crash Details: Three minutes after taking off and while in a climbing left turn, at 2,800 ft., parts of the plane, including the vertical stabilizer and rudder, fell from the aircraft. The crew soon lost control of the plane which nose dived and crashed into a residential neighborhood. After flying into the wake turbulence of about two minutes into the flight, investigators believe a series of quick rudder swings by the copilot whipped the tail so severely that the fin broke off. The National Transportation Safety Board has found that pilot error was the probable cause. Sharply criticizing American Airlines Advanced Aircraft Maneuvering Program, the Board said that American Airlines' pilot training included a simulator exercise which could have caused the first officer to have an unrealistic and exaggerated view of the effects of wake turbulence, erroneously associate wake turbulence encounters with the need for aggressive roll upset recovery techniques and develop control strategies that would produce a much different -- and potentially surprising and confusing -- response if performed during flight. In addition, because of its high sensitivity, the Airbus A-300-600 rudder control system is susceptible to potentially hazardous rudder pedal inputs at higher airspeed.

12/12/1985 Gander, Newfoundland, Canada Arrow Airways

Date: December 12, 1985

Time: 06:45

Location: Gander, Newfoundland, Canada

Operator: Arrow Airways

Flight #: MF1285R

Route: Gander - Fort Campbell, KY

AC Type: McDonnell Douglas DC-8 Super 63PF

Registration: N950JW

cn / ln: 46058/433

Aboard: 256 (passengers:248 crew:8)

Fatalities: 256 (passengers:248 crew:8)





The monument entitled "Silent Witness" a forever memory to Flight 1285, is located over looking the crash site of the charter Arrow Air DC-8 at Gander Lake, Newfoundland.

11/12/2001 Belle Harbor, Queens, New York American Airlines





Date: November 12, 2001

Time: 09:16

Location: Belle Harbor, Queens, New York

Operator: American Airlines

Flight #: 587

Route: New York City - Santo Domingo, Dominican Rep.

AC Type: Airbus A-300-605R

Registration: N14053

cn / ln: 420

Aboard: 260 (passengers:251 crew:9)

Fatalities: 260 (passengers:251 crew:9)

Ground Fatalities: 5

Crash Details: Three minutes after taking off and while in a climbing left turn, at 2,800 ft., parts of the plane, including the vertical stabilizer and rudder, fell from the aircraft. The crew soon lost control of the plane which nose dived and crashed into a residential neighborhood. After flying into the wake turbulence of about two minutes into the flight, investigators believe a series of quick rudder swings by the copilot whipped the tail so severely that the fin broke off. The National Transportation Safety Board has found that pilot error was the probable cause. Sharply criticizing American Airlines Advanced Aircraft Maneuvering Program, the Board said that American Airlines' pilot training included a simulator exercise which could have caused the first officer to have an unrealistic and exaggerated view of the effects of wake turbulence, erroneously associate wake turbulence encounters with the need for aggressive roll upset recovery techniques and develop control strategies that would produce a much different -- and potentially surprising and confusing -- response if performed during flight. In addition, because of its high sensitivity, the Airbus A-300-600 rudder control system is susceptible to potentially hazardous rudder pedal inputs at higher airspeed.

12/12/1985 Gander,



12/21/1988 Lockerbie, Scotland Pan American World Airways





Date: December 21, 1988

Time: 19:03

Location: Lockerbie, Scotland

Operator: Pan American World Airways

Flight #: 103

Route: London - New York City

AC Type: Boeing B-747-121A

Registration: N739PA

cn / ln: 19646/15

Aboard: 259 (passengers:243 crew:16)

Fatalities: 259 (passengers:243 crew:16)

Ground Fatalities: 11

Crash details: The airliner disappeared from radar shortly after leveling off at FL 310 while on a flight from Heathrow Airport, London, to New York. The aircraft broke up with two main sections of wreckage coming down in the town of Lockerbie. Detonation of an explosive device in the forward cargo area planted by terrorists created this disaster. Musician Paul Jeffreys was killed in this crash. The aircraft was named "Clipper Maid of the Seas."

11/12/2001 Belle Harbor, Queens, New York American Airlines



Date: November 12, 2001

Time: 09:16

Location: Belle Harbor, Queens, New York

missing the taxiway turnout. There was heavy fog on the runway. The KLM plane began its takeoff roll without permission with the Pan Am plane still on the runway. The KLM plane hit the Pan Am plane just as it was taking off. Both planes burst into flames. KLM 234 + 14 crew, Pan Am 326 + 9 crew killed. All aboard the KLM plane were killed. The Pan Am aircraft was named Clipper Victor. The KLM aircraft was named Rhine River.

05/25/1979 Chicago, Illinois American Airlines





Date: May 25, 1979

Time: 15:04

Location: Chicago O'Hare, Illinois

Operator: American Airlines

Flight #: 191

Route: Chicago, IL- Los Angeles, CA

AC Type: McDonnell Douglas DC-10-10

Registration: N110AA

cn / ln: 46510/22

Aboard: 271 (passengers:258 crew:13)

Fatalities: 271 (passengers:258 crew:13)

Ground Fatalities: 2

Crash details: During takeoff just, as the plane lifted from the runway, the left engine and pylon separated from the aircraft damaging the wing and hydraulic system which caused the aircraft to roll and crash. Highest single plane death toll in U.S. aviation history. Asymmetrical stall and the ensuing roll of the aircraft because of the uncommanded retraction of the left wing outboard leading edge slats and the loss of stall warning and slat disagreement indication systems caused by separation of the engine and pylon. Improper maintenance procedures used by American Airlines when dismounting the engines for maintenance, by removing the pylon and engine together, putting strain on the engine mounts leading to stress cracks are the reasons for this disaster.

03/27/1977 Tenerife, Canary Islands Pan Am / KLM





Date: March 27, 1977

Time: 17:07

Location: Tenerife, Canary Islands

Operator: Pan American World Airways / KLM

Flight #: 1736/4805

Route: Tenerife - Las Palmas / Tenerife - Las Palmas

AC Type: Boeing B-747-121 / Boeing B-747-206B

Registration: N736PA/PH-BUF

cn / ln: 19643/11 / 20400/157

Aboard: 644 (passengers:614 crew:30)

Fatalities: 583 (passengers:560 crew:23)

Ground Fatalities: 0

Crash Details: Both aircraft were diverted to Tenerife because of a bombing at Las Palmas Airport. After an extended delay, both planes were instructed to back track up the runway. The KLM plane reached its takeoff point while the Pan Am plane was still on the runway. The Pan Am plane continued up the runway missing the taxiway turnout. There was heavy fog on the runway. The KLM plane began its takeoff roll without permission with the Pan Am plane still on the runway. The KLM plane hit the Pan Am plane just as it was taking off. Both planes burst into flames. KLM 234 + 14 crew, Pan Am 326 + 9 crew killed. All aboard the KLM plane were killed. The Pan Am aircraft was named Clipper Victor. The KLM aircraft was named Rhine River.

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09/11/2001 New York City, New York American / United Airlines

Date: September 11, 2001

Time: 08:47

Location: New York City, New York

Operator: American Airlines

Flight #: 11

Route: Boston - Los Angeles

AC Type: Boeing 767-223ER

Registration: N334AA

cn / ln: 22332/169

Aboard: 92 (passengers:81 crew:11)

Fatalities: 92 (passengers:81 crew:11)

Ground Fatalities: 2750

Crash Details: The aircraft was hijacked shortly after it left Logan International Airport in Boston. The hijackers took control of the aircraft and deliberately crashed it into the north tower of the World Trade Center between the 94th and 99th floors at approximately 450 mph. After 102 minutes, the building collapsed. It was one of four planes that were hijacked the same day.





03/27/1977 Tenerife, Canary Islands Pan Am / KLM

Date: March 27, 1977

Time: 17:07

Location: Tenerife, Canary Islands

Operator: Pan American World Airways / KLM



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The First Fatal Plane Crash...

At Fort Myer, Virginia
September 17th, 1908

Selling the Idea of Flight...

Four years after their ground-breaking flights at Kitty Hawk, the Wright Brothers submitted a bid to the U.S. War Department to design a plane for $25,000 in January of 1907. This bid was in response to a previous War Department request issued a month earlier for a "*Heavier-than-air Flying Machine*." While Wilbur Wright went off to Paris to promote the Wright Flyer, his brother Orville Wright stayed in Dayton, Ohio, to design a plane for the Army Signal Corps, spending over a year on the design and construction.

By August of 1908, the plane was ready, and he headed to Fort Myer, Virginia, where the air trials were to take place. To get this contract, the brothers had to prove that the airplane could successfully carry passengers (the Wright Brothers had been allowing passengers to fly with them since May 14rh, 1908), and meet other mission requirements. One of the passengers during the trials would be twenty-six year-old U.S. Army 1st Lieutenant Thomas E. Selfridge.

Young, Brash, and Brilliant...



A native of San Francisco, California, being born there on February 8th, 1882, and graduated from West Point in 1903, where he was 31st in a class of 96 (Douglas MacArthur was first), after he received his commission in the Field Artillery, and been stationed at the Presidio in San Francisco at the time of the 1906 earthquake and fire, he was assigned to the Aeronautical Division, U.S. Signal Corps at Fort Myer, Virginia.

At Fort Myer, he was one of three pilots trained to fly the Army Dirigible Number One, purchased in July of 1908 from Thomas Scott Baldwin, who was the first American to descend from a balloon in a parachute. Selfridge was also the United States government representative to the Aerial Experiment Association, which was chaired by Alexander Graham Bell, and became its first secretary.

Selfridge took his first flight on December 6th, 1907, on Alexander Graham Bell's tetrahedral kite, the Cygnet, made of over 3,000 winged cells. It took him 168 feet in the air, for seven minutes, above Bras d'Or Lake in Nova Scotia, Canada. This flight was the first recorded to be carrying a passenger of any heavier-than-air-craft in Canada. Selfridge also supervised the construction of two airplanes, the "June Bug" and "Red Wing", at Hammondsport, New York, piloting the "Red Wing" of March 12th, 1908, and the "June Bug" in July of 1908.

In August of 1908, he was assigned to an official Board responsible for tests of the Army Signal Corps' first dirigible at Fort Myer, Virginia. He made numerous flights in this dirigible before it was officially accepted.

Being a member of the Aerial Experiment Association, He was next assigned to a board conducting the first trials of the Wright airplane to see if it could fly 40 miles an hour, carry two persons aloft, and be portable enough to be transported by a mule-drawn wagon. The tests would start on from August 20, 1908, and last over a month

A Prior Commitment...

Lieutenant Selfridge's flight in the Wright Flyer was slated for September 18th, 1908. But the Wrights had their concerns about flying with Selfridge, as the Lieutenant was a close friend of the Wright's competition, Alexander Graham Bell. "I don't trust him an inch," Orville wrote to Wilbur. "He plans to meet me often at dinner where he can pump me." But Selfridge was to leave on September 19th to join Lt. Benjamin D. Foulois in St. Joseph, Missouri, to stage dirigible exhibition flights at a state fair there. So Selfridge asked to go up before his scheduled turn. When one of the two Navy observers, Lt. George Sweet, gave up his place, Wright agreed.

The Flyer, with a wingspan of 36 feet, 4 inches, and a length of 28 feet, had flown with Orville Wright and his first official passenger, Lt. Frank P. Lahm, U.S.

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Special Report: American Airlines Flight 191

By: Chris Kilroy



An amateur photographer shot this photo of American 191's final seconds, as the aircraft rolled past a 90° bank angle. Hydraulic fluid and jet fuel can be seen leaking from the no.1 engine pylon.

May 25, 1979 remains the darkest day in American aviation. On that Friday before the Memorial Day Weekend, 270 passengers and crew aboard American Airlines Flight 191 lost their lives when their airplane literally fell out of the sky. To this day, the accident is the most deadly commercial airline crash in United States history. Here is the story of what happened on that blusterry Spring day in 1979.

In command of flight 191 was Capt. Walter Lux, a 22,000 hour pilot who had flown the DC-10 nearly since its introduction eight years earlier. Assisting him on the flight deck were First Officer James Dillard and Flight Engineer Alfred Udovich, who had 25,000 flying hours between them. At 2:50 pm, N110AA was cleared to taxi to runway 32R at Chicago's O'Hare International Airport, and at 3:02 pm the flight was cleared for takeoff. The wind was Northeast at 22 knots.

In the cockpit and cabin, the takeoff roll seemed totally normal. The view from the cockpit was even being broadcast on the airliner's closed circuit television system for the passengers' enjoyment. But six thousand feet into the takeoff roll, air traffic controllers in O'Hare's control tower saw small parts of the aircraft's no.1 engine pylon fall away, and as the aircraft started its rotation, the entire number one engine separated from the wing.

Behaving exactly as it was designed to, the severed engine flew up and over the left wing, falling to the runway below. Unfortunately, in the process, it ripped out all of the hydraulic lines to the leading edge slats. As a result, pressure slowly started to leak out and the leading edge slats slowly started to retract. The plane continued to climb normally, however.



American 191 explodes as it impacts a field adjacent to a trailer park near O'Hare International Airport.

The tower controller called "American 191 heavy, you wanna come back and to what runway?" There was no response... the crew was too concerned with keeping their wounded beast flying. The Captain, following American's engine-out procedures to the nth degree, pitched the nose up and slowed the aircraft down to V2+6, or 159 knots. Decelerating through 165 knots, something odd began to happen.

The Captain was putting in full right rudder and aileron, yet the aircraft was still rolling left. At an altitude of 400 feet and with an airspeed of 155 knots, the airplane rolled past wings vertical and fell to earth with a bank of 112° and a nose down attitude of 21°.

The accident investigation revealed that, when the engine separated, it disabled the Captain's control panel, which contained both of the slat disagreement systems. The severed hydraulic lines allowed the slats on the left wing to gradually retract, and the stall speed on the left wing rose considerably. When the aircraft slowed through 164 knots, the left wing aerodynamically stalled because of its clean configuration, while the right wing continued to produce lift with its



1:49 AM

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Special Report: American Airlines Flight 191

By: Chris Kilroy



An amateur photographer shot this photo of American 191's final seconds, as the aircraft rolled past a 90° bank angle. Hydraulic fluid and jet fuel can be seen leaking from the no.1 engine pylon.

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Breathtaking scenery and the buzz of cities like Dublin & Belfast.

Dramatic video appears to show 747 crash in Afghanistan

May 01, 2013



DETROIT The friend of one of seven Americans killed in a cargo plane crash near an Air Force base in Afghanistan described him as an experienced navigator who performed well under pressure.

First Officer Jamie Brokaw, of Monroe, was among six people from Michigan killed Monday, along with one person from Kentucky.

Image of Boeing 747-400 seconds before it crashed after taking off from Bagram Air Base in Afgthanistan on April 29, 2013
/ YouTube

"He was a very good person and very smart person," Chris Connerton told The Associated Press Tuesday by telephone from Rochester, Minn.

Connerton credited Brokaw

1 / 7

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10 worst accidents in North America

List of the 10 worst aviation occurrences (including criminal occurrences), excluding ground fatalities, including collision fatalities.

fat.	date	type	registration	operator	location	pic	cat
271	25-MAY-1979	DC-10-10	N110AA	American Airlines	USA		A1
260	12-NOV-2001	Airbus A300B4-605R	N14053	American Airlines	USA		A1
256	12-DEC-1985	DC-8-63CF	N950JW	Arrow Air	Canada		A1
230	17-JUL-1996	Boeing 747-131	N93119	TWA	USA		A1
229	02-SEP-1998	MD-11	HB-IWF	Swissair	Canada		A1
167	31-MAR-1986	Boeing 727-264	XA-MEM	Mexicana	Mexico		A1
154	16-AUG-1987	DC-9-82	N312RC	Northwest Airlines	USA		A1
145	09-JUL-1982	Boeing 727-235	N4737	Pan Am	USA		A1
137	25-SEP-1978	Boeing 727-214	N533PS	PSA	USA		A1
134	02-AUG-1985	Lockheed L-1011 TriStar 1	N726DA	Delta Air Lines	USA		A1

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1:50 AM

Accident description

Status: Final
Date: **25 MAY 1979**
Time: 15:04
Type: McDonnell Douglas DC-10-10
Operator: American Airlines
Registration: N110AA
C/n / msn: 46510/22
First flight: 1972
Total airframe hrs: 19871
Engines: 3 General Electric CF6-6D
Crew: Fatalities: 13 / Occupants: 13
Passengers: Fatalities: 258 / Occupants: 258
Total: Fatalities: 271 / Occupants: 271
Ground casualties: Fatalities: 2
Airplane damage: Destroyed
Airplane fate: Written off (damaged beyond repair)
Location: Chicago-O'Hare International Airport, IL (ORD) (United States of America) show on map
Phase: Takeoff (TOF)
Nature: Domestic Scheduled Passenger
Departure airport: Chicago-O'Hare International Airport, IL (ORD/KORD), United States of America
Destination airport: Los Angeles International Airport, CA (LAX/KLAX), United States of America
Flightnumber: 191
Narrative:

Flight 191 left the gate at Chicago-O'Hare at 14:59 and taxied to runway 32R. At 15:02 the flight was cleared for takeoff. The takeoff roll was normal until just before rotation at which time sections of the No. 1 engine pylon structure came off the aircraft. During rotation the entire no. 1 engine and pylon separated from the aircraft, went over the top of the wing, and fell to the runway. Flight 191 lifted off about 6,000 feet down the runway, climbed out in a wings level attitude, and reached an altitude of about 300 feet agl with its wings still level. Shortly thereafter, the aircraft began to turn and roll to the left, the nose pitched down, and the aircraft began to descend. As it descended, it continued to roll left until the wings were past the vertical position. The DC-10 crashed in an open field and trailer park about 4,680 feet northwest of the departure end of runway 32R. The aircraft was demolished during the impact, explosion, and ground fire. Two persons on the ground were killed.

PROBABLE CAUSE: "The asymmetrical stall and the ensuing roll of the aircraft because of the uncommanded retraction of the left wing outboard leading edge slats and the loss of stall warning and slat disagreement indication systems resulting from maintenance-induced damage leading to the separation of the no.1 engine and pylon assembly procedures which led to failure of the pylon structure.
Contributing to the cause of the accident were the vulnerability of the design of the pylon attach points to maintenance damage; the vulnerability of the design of the leading edge slat system to the damage which produced asymmetry; deficiencies in FAA surveillance and reporting systems which failed to detect and prevent the use of improper maintenance procedures; deficiencies in the practices and communications among the operators, the manufacturer, and the FAA which failed to determine and disseminate the particulars regarding previous maintenance damage incidents; and the intolerance of prescribed operational procedures to this unique emergency."

Events:

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Accident description

Status: Final
Date: 12 NOV 2001
Time: 09:16



Type: Airbus A300B4-605R
Operator: American Airlines
Registration: N14053
C/n / msn: 420
First flight: 1987-12-09 (13 years 11 months)
Total airframe hrs: 37550
Cycles: 14934
Engines: 2 General Electric CF6-80C2A5
Crew: Fatalities: 9 / Occupants: 9
Passengers: Fatalities: 251 / Occupants: 251
Total: Fatalities: 260 / Occupants: 260
Ground casualties: Fatalities: 5
Airplane damage: Destroyed
Airplane fate: Written off (damaged beyond repair)
Location: Belle Harbor, NY (United States of America) show on map
Phase: En route (ENR)
Nature: International Scheduled Passenger
Departure airport: New York-John F. Kennedy International Airport, NY (JFK/KJFK), United States of America
Destination airport: Santo Domingo-Las Américas José Francisco Peña Gómez Int'l Airport (SDQ/MDSD), Dominican Republic
Flightnumber: 587

Narrative:

American Airlines Flight 587 was scheduled to leave New York-JFK at 08:00 for a flight to Santo Domingo, Dominican Republic. The boarding process at gate 22 took a little longer than planned due to additional security procedures that delayed boarding. The gate was closed at 08:38 and pushback from the gate was accomplished at 09:00. The crew taxied to runway 31L behind Japan Air Lines Flight 047, a Boeing 747-400 bound for Tokyo-Narita. JL047 was cleared for takeoff at 09:11:08 but started it's takeoff roll one minute later. While JL047 was still preparing for takeoff, the tower controller called AA587, cautioned the flight crew about wake turbulence and instructed them to taxi into position and hold on runway 31L: "American five eighty seven heavy Kennedy tower, caution wake turbulence runway three one left, taxi into position and hold". A little later the JAL Boeing 747 rotated and initiated a climbing left turn over Jamaica Bay (the "bridge departure").

Then, at 09:13:27 Flight 587 was cleared for takeoff: "American five eight seven heavy, wind three zero zero at niner, runway three one left, cleared for takeoff". Takeoff roll was initiated about 09:14, circa 1 minutes and 45 seconds following the 747. After leaving the ground the landing gear was retracted at 09:14:34. The tower controller then cleared the crew for the bridge departure: "American five eight seven heavy, turn left. fly the Bridge Climb. Contact New York departure. Good morning." Flight 587 contacted the APTCC controller about 09:15, and stated they were climbing out of 1,300 feet for 5,000

1:52 AM

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Accident description

Status: Final
Date: 12 DEC 1985
Time: 06:46
Type: McDonnell Douglas DC-8-63CF
Operator: Arrow Air
Registration: N950JW
C/n / msn: 46058/433
First flight: 1969
Total airframe hrs: 50861
Engines: 4 Pratt & Whitney JT3D-7
Crew: Fatalities: 8 / Occupants: 8
Passengers: Fatalities: 248 / Occupants: 248
Total: Fatalities: 256 / Occupants: 256
Airplane damage: Destroyed
Airplane fate: Written off (damaged beyond repair)
Location: 1 km (0.6 mls) SW of Gander Airport, NF (YQX) (Canada) show on map
Phase: Initial climb (ICL)
Nature: Int'l Non Scheduled Passenger
Departure airport: Gander Airport, NF (YQX/CYQX), Canada
Destination airport: Hopkinsville-Fort Campbell AAF, KY (HOP/KHOP), United States of America
Flightnumber: 1285R
Narrative:

On 11 December 1985 at 20:35 GMT, Arrow Air Flight MF1285R, a Douglas DC-8-63, departed Cairo, Egypt on an international charter flight to Fort Campbell, USA via Köln, Germany, and Gander. The flight had been chartered by the Multinational Force and Observers (MFO) to transport troops, their personal effects, and some military equipment to and from peacekeeping duties in the Sinai Desert. All 248 passengers were members of 101st Airborne Division (United States Army), based in Fort Campbell. The flight arrived at Köln at 01:21 were a complete crew change took place. The DC-8 departed for Gander at 02:50 GMT, where it arrived at 05:34 local time. Passengers were deplaned, the aircraft was refuelled, trash and waste water were removed, and catering supplies were boarded. The flight engineer conducted an external inspection of portions of the aircraft and the passengers then reboarded. Following engine start-up, the aircraft was taxied via taxiway "D" and runway 13 to runway 22 for departure. Take-off on runway 22 was begun from the intersection of runway 13 at 06:45. The aircraft proceeded down the runway and rotated in the vicinity of taxiway "A", 51 seconds after brake release at an airspeed of about 167 KIAS. The aircraft gained little altitude after rotation, the speed reached 172 KIAS and began to decrease again, causing the DC-8 to descend. The airplane crossed the Trans-Canada Highway at a very low altitude. The pitch angle increased, but the aircraft continued to descend until it struck downsloping terrain approximately 3,000 feet beyond the departure end of the runway. The DC-8 broke up and burst into flames.

PROBABLE CAUSE: "The Canadian Aviation Safety Board was unable to determine the exact sequence of events which led to this accident. The Board believes, however, that the weight of evidence supports the conclusion that, shortly after lift-off, the aircraft experienced an increase in drag and reduction in lift which resulted in a stall at low altitude from which

1:52 AM

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Accident description

Last updated: 6 July 2013

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Status: Final
Date: 17 JUL 1996
Time: 20:31
Type: Boeing 747-131
Operator: Trans World Airlines - TWA
Registration: N93119
C/n / msn: 20083/153
First flight: 1971-08-18 (24 years 11 months)
Total airframe hrs: 93303
Cycles: 16869
Engines: 4 Pratt & Whitney JT9D-7AH
Crew: Fatalities: 18 / Occupants: 18
Passengers: Fatalities: 212 / Occupants: 212
Total: Fatalities: 230 / Occupants: 230
Airplane damage: Destroyed
Airplane fate: Written off (damaged beyond repair)
Location: 13 km (8.1 mls) S off East Moriches, NY (United States of America) show on map
Phase: En route (ENR)
Nature: International Scheduled Passenger
Departure airport: New York-John F. Kennedy International Airport, NY (JFK/KJFK), United States of America
Destination airport: Paris-Charles de Gaulle Airport (CDG/LFPG), France
Flightnumber: 800

Boeing 747



- 26th loss
- 1436+ built
- 7th worst accident (at the time)
- 8th worst accident (currently)

safety profile

United States of America

- 2nd worst accident (at the time)
- 5th worst accident (currently)

»safety profile

Narrative:

TWA Boeing 747 N93119 arrived as Flight TW881 from Athens at New York-JFK at 16:31. The airplane was refueled at JFK and remained at gate 27 with the auxiliary power unit (APU) and two of its three air conditioning packs operating for about 2 1/2 hours until it departed as TWA flight 800. The flight was scheduled to depart JFK for Paris about 19:00; however, the flight was delayed because of a disabled piece of ground equipment and concerns about a suspected passenger/baggage mismatch. The aircraft was pushed back from the gate about 20:02. Between 20:05 and 20:07, the flight crew started the Nos. 1, 2, and 4 engines and completed the after-start checklist. The flight crew then received taxi instructions and began to taxi to runway 22R. While the airplane was taxiing, about 20:14, the flight crew started the No. 3 engine and conducted the delayed engine-start and taxi checklists.

At 20:18:21, ATC advised the pilots that the wind was out of 240-degrees at 8 knots and cleared flight 800 for takeoff. After takeoff the pilots received a series of altitude assignments and heading changes from New York Terminal Radar Approach Control and Boston ARTCC controllers. At 20:25:41, Boston ARTCC advised the pilots to climb and maintain FL190 and expedite through FL150.

At 20:26:24, Boston ARTCC amended TWA flight 800's altitude clearance, advising the pilots to maintain FL130. At 20:29:15, the captain stated, "Look at that crazy fuel flow indicator there on number four .. see that?" One minute later Boston ARTCC advised them to climb and maintain FL150. The crew then selected climb thrust. After a every loud sound for a fraction of a second, the CVR stopped recording at 20:31:12. At that moment, the crew of an Eastwind Airlines Boeing 737 flying nearby reported seeing an explosion. The aircraft broke up and debris fell into the sea, 8 miles south off East Moriches.

PROBABLE CAUSE: "An explosion of the center wing fuel tank (CWT), resulting from ignition of the flammable fuel/air mixture in the tank. The source of ignition energy for the explosion could not be determined with certainty, but, of the sources evaluated by the investigation, the most likely was a short circuit outside of the CWT that allowed excessive voltage to enter it through electrical wiring associated with the fuel quantity indication system.

Contributing factors to the accident were the design and certification concept that fuel tank explosions could be prevented solely by precluding all ignition sources and the design and certification of the Boeing 747 with heat sources located beneath the CWT with no means to reduce the heat transferred into the CWT or to render the fuel vapor in the tank nonflammable."

Events:

Sources:

AviationSafetyNetwork
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FLIGHT SAFETY FOUNDATION
www.flightsafety.org

Accident description

Last updated: 6 July 20

Status:	Final
Date:	**02 SEP 1998**
Time:	21:31
Type:	McDonnell Douglas MD-11
Operator:	Swissair
Registration:	HB-IWF
C/n / msn:	48448/465
First flight:	1991
Total airframe hrs:	36041
Cycles:	6400
Engines:	3 Pratt & Whitney PW4462
Crew:	Fatalities: 14 / Occupants: 14
Passengers:	Fatalities: 215 / Occupants: 215
Total:	Fatalities: 229 / Occupants: 229
Airplane damage:	Destroyed
Airplane fate:	Written off (damaged beyond repair)
Location:	9 km (5.6 mls) SW off Peggy's Cove, NS (Canada) show on map
Phase:	En route (ENR)
Nature:	International Scheduled Passenger
Departure airport:	New York-John F. Kennedy International Airport, NY (JFK/KJFK), United States of America
Destination airport:	Genève-Cointrin Airport (GVA/LSGG), Switzerland
Flightnumber:	111

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MD-11



- 2nd loss
- 200 built
- worst accident

safety profile

Canada

- 2nd worst accident

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Narrative:

At 20:18 Swissair flight SR 111, departed New York-JFK Airport on a flight to Geneva, Switzerland. Forty minutes later the copilot contacted Moncton ACC, reporting FL330. At 21:10 the pilots detected an unusual odour in the cockpit and began to investigate. They determined that some smoke was present in the cockpit, but not in the passenger cabin. They assessed that the odour and smoke were related to the air conditioning system. Four minutes later a Pan Pan radio call was made to Moncton ACC. The aircraft was about 66 nm southwest of Halifax. The pilots reported that there was smoke in the cockpit and requested an immediate return to a convenient place. The pilots named Boston, which was about 300 nm behind them. The Moncton ACC controller immediately cleared SR 111 to turn right toward Boston and to descend to FL310. Then the controller asked SR 111 whether they preferred to go to Halifax. The pilots expressed a preference for Halifax. They immediately received an ATS clearance to fly directly to Halifax. At this time, the pilots donned their oxygen masks. At 21:16, the controller cleared SR 111 to descend to 10000 feet. Two minutes later they were cleared down to 3000 feet. At 21:19, the controller instructed SR 111 to turn left to a heading of 030 for a landing on runway 06 at the Halifax, and advised that the aircraft was 30 nm from the runway threshold. The aircraft was descending through approximately FL210 and the pilots indicated that they needed more than 30 nm. The controller instructed SR 111 to turn to a heading of 360 to provide more track distance for the aircraft to lose altitude. The flight crew discussed internally the dumping of fuel based on the aircraft's gross weight, and on their perception of the cues regarding the aircraft condition, and agreed to dump fuel. The flight was vectored to the south to dump fuel. At 21:24, both pilots almost simultaneously declared an emergency. The co-pilot indicated to the controller that they were starting to dump fuel and that they had to land immediately. Last radio contact was one minute later when they again declared an emergency. By now the fire had propagated, causing severe disturbances of the electric system. In the last minutes of the flight, the electronic navigation equipment and communications radios stopped operating. The aircraft descended over the dark waters off the coast of Nova Scotia until it stuck the water in a 20 degrees nose down and 110 degrees right bank.

FINDINGS AS TO CAUSES AND CONTRIBUTING FACTORS:

1. Aircraft certification standards for material flammability were inadequate in that they allowed the use of materials that could be ignited and sustain or propagate fire. Consequently, flammable material propagated a fire that started above the ceiling on the right side of the cockpit near the cockpit rear wall. The fire spread and intensified rapidly to the extent that it degraded aircraft systems and the cockpit environment, and ultimately led to the loss of control of the aircraft.

2. Metallized polyethylene terephthalate (MPET)-type cover material on the thermal acoustic insulation blankets used in

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Accident description

Status: Final
Date: 02 SEP 1998
Time: 21:31
Type: McDonnell Douglas MD-11
Operator: Swissair
Registration: HB-IWF
C/n / msn: 48448/465
First flight: 1991
Total airframe hrs: 36041
Cycles: 6400
Engines: 3 Pratt & Whitney PW4462
Crew: Fatalities: 14 / Occupants: 14
Passengers: Fatalities: 215 / Occupants: 215
Total: Fatalities: 229 / Occupants: 229
Airplane damage: Destroyed
Airplane fate: Written off (damaged beyond repair)
Location: 9 km (5.6 mls) SW off Peggy's Cove, NS (Canada) show on map
Phase: En route (ENR)
Nature: International Scheduled Passenger
Departure airport: New York-John F. Kennedy International Airport, NY (JFK/KJFK), United States of America
Destination airport: Genève-Cointrin Airport (GVA/LSGG), Switzerland
Flightnumber: 111
Narrative:

At 20:18 Swissair flight SR 111, departed New York-JFK Airport on a flight to Geneva, Switzerland. Forty minutes later the copilot contacted Moncton ACC, reporting FL330. At 21:10 the pilots detected an unusual odour in the cockpit and began to investigate. They determined that some smoke was present in the cockpit, but not in the passenger cabin. They assessed that the odour and smoke were related to the air conditioning system. Four minutes later a Pan Pan radio call was made to Moncton ACC. The aircraft was about 66 nm southwest of Halifax. The pilots reported that there was smoke in the cockpit and requested an immediate return to a convenient place. The pilots named Boston, which was about 300 nm behind them. The Moncton ACC controller immediately cleared SR 111 to turn right toward Boston and to descend to FL310. Then the controller asked SR 111 whether they preferred to go to Halifax. The pilots expressed a preference for Halifax. They immediately received an ATS clearance to fly directly to Halifax. At this time, the pilots donned their oxygen masks. At 21:16, the controller cleared SR 111 to descend to 10000 feet. Two minutes later they were cleared down to 3000 feet. At 21:19, the controller instructed SR 111 to turn left to a heading of 030 for a landing on runway 06 at the Halifax, and advised that the aircraft was 30 nm from the runway threshold. The aircraft was descending through approximately FL210 and the pilots indicated that they needed more than 30 nm. The controller instructed SR 111 to turn to a heading of 360 to provide more track distance for the aircraft to lose altitude. The flight crew discussed internally the dumping of fuel based on the aircraft's gross weight, and on their perception of the cues regarding the aircraft condition, and agreed to dump fuel. The flight was vectored to the south to dump fuel. At 21:24, both pilots almost simultaneously declared an emergency. The co-pilot indicated to the controller that they were starting to dump fuel and that they had to land immediately. Last radio contact was one minute later when they again declared an emergency. By now the fire had propagated, causing severe disturbances of the electric system. In the last minutes of the flight, the electronic navigation equipment and communications radios stopped operating. The aircraft descended over the dark waters off the coast of Nova Scotia until it stuck the water in a 20 degrees nose down and 110 degrees right bank.

1:53 AM

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Accident description

Status: Final
Date: 16 AUG 1987
Time: 20:45
Type: McDonnell Douglas DC-9-82
Operator: Northwest Airlines
Registration: N312RC
C/n / msn: 48090/1040
First flight: 1981
Total airframe hrs: 14928
Engines: 2 Pratt & Whitney JT8D-217
Crew: Fatalities: 6 / Occupants: 6
Passengers: Fatalities: 148 / Occupants: 149
Total: Fatalities: 154 / Occupants: 155
Ground casualties: Fatalities: 2
Airplane damage: Destroyed
Airplane fate: Written off (damaged beyond repair)
Location: Detroit-Metropolitan Wayne County Airport, MI (DTW) (United States of America) show on map
Phase: Takeoff (TOF)
Nature: Domestic Scheduled Passenger
Departure airport: Detroit-Metropolitan Wayne County Airport, MI (DTW/KDTW), United States of America
Destination airport: Phoenix-Sky Harbor International Airport, AZ (PHX/KPHX), United States of America
Flightnumber: 255

Narrative:
Northwest Flight 255 departed Saginaw for a flight to Detroit, Phoenix and Santa Ana, arriving at Detroit (DTW) at 19:42. Pushback for departure was accomplished at 20:34 and the crew received taxi instructions for runway 3C. During the taxi out, the captain missed the turnoff at taxiway C and new taxi instructions were given. At 20:42 Flight 255 was told to taxi into position on runway 3C and hold, followed by a takeoff clearance two minutes later. Shortly after rotation the stick shaker (stall warning) activated. The aircraft rolled left and right and the left wing struck a light pole in a car rental lot. Flight 255 continued to roll to the left, continued across the car lot, struck a light pole in a second rental car lot and struck the side wall of the roof in a 90deg left wing down attitude. The plane was still rolling to the left when it impacted the ground on a road outside the airport boundary and continued to slide along the road, striking a railroad embankment, disintegrating and bursting into flames.

PROBABLE CAUSE: "The flight crew's failure to use the taxi checklist to ensure that the flaps and slats were extended for take-off. Contributing the the accident was the absence of electrical power to the airplane take-off warning system which thus did not warn the flight crew that the airplane was not configured properly for take-off. The reason for the absence of electrical power could not be determined."

Events:

1:54 AM

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Accident description

Status:	Final
Date:	**09 JUL 1982**
Time:	16:09



Type:	Boeing 727-235
Operator:	Pan American World Airways
Registration:	N4737
C/n / msn:	19457/518
First flight:	1968-01-24 (14 years 6 months)
Total airframe hrs:	39253
Engines:	3 Pratt & Whitney JT8D-7B
Crew:	Fatalities: 7 / Occupants: 7
Passengers:	Fatalities: 138 / Occupants: 138
Total:	Fatalities: 145 / Occupants: 145
Ground casualties:	Fatalities: 8
Airplane damage:	Destroyed
Airplane fate:	Written off (damaged beyond repair)
Location:	New Orleans, LA (United States of America) show on map
Phase:	Initial climb (ICL)
Nature:	Domestic Scheduled Passenger
Departure airport:	New Orleans International Airport, LA (MSY/KMSY), United States of America
Destination airport:	Las Vegas-McCarran International Airport, NV (LAS/KLAS), United States of America
Flightnumber:	759

Narrative:

Pan Am Flight 759 was a scheduled flight from Miami (MIA) to Las Vegas (LAS), with an en route stop at New Or1eans (MSY). At 15:58:48 Boeing 727 "Clipper Defiance" taxied from its gate at the New Orleans International Airport. Before leaving the gate, the flightcrew had received ATIS message Foxtrot which read in part "....time one eight five five Zulu, weather, two thousand five hundred scattered, two five thousand thin broken, visibility six miles in haze, temperature niner zero, wind two four zero at two, winds are calm altimeter three zero zero one..."

The flightcrew requested runway 10 for the takeoff and ground control cleared the flight to taxi to runway 10. At 15:59:03, the first officer requested a wind check. Winds were 040 degrees at 8 knots. At 16:02:34, while Flight 759 was taxiing to runway 10, the crew heard a transmission from ground control, advising another airplane of low level wind shear alerts in the northeast quadrants of the airport.

At 16:03:33, the first officer requested another wind check. Ground control replied, "Wind now zero seven zero degrees at one seven... peak gusts two three, and we have low level wind shear alerts all quadrants, appears to be a frontal passing overhead right now, we're right in the middle of everything." The captain then advised the first officer to "...let your airspeed build up on takeoff..." and said that they would turn off the air conditioning packs for the takeoff, which would enable them to increase the EPR's on engines Nos. 1 and 3 to 1.92.

The flightcrew completed the takeoff and departure briefings and turned onto the active runway for takeoff. At l6:06:22, Flight 759 informed the tower that it was ready for takeoff. The local rontroller cleared the flight for takeoff, and the first officer acknowledged the clearance.

About 16:07:57, the Boeing 727 began its takeoff. According to witnesses, the airplane lifted off about 7,000 feet down runway 10, climbed in a wings-level attitude, reached an altitude of about 100 feet to 150 feet above the ground (AGL), and then began to descend towards trees. The airplane crashed into a residential area and was destroyed during the impact,

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Accident description

Status:	Final
Date:	**25 SEP 1978**
Time:	09:01



Type:	Boeing 727-214
Operator:	Pacific Southwest Airlines - PSA
Registration:	N533PS
C/n / msn:	19688/589
First flight:	1968-06-04 (10 years 4 months)
Total airframe hrs:	24088
Cycles:	36557
Engines:	3 Pratt & Whitney JT8D-7B
Crew:	Fatalities: 7 / Occupants: 7
Passengers:	Fatalities: 128 / Occupants: 128
Total:	Fatalities: 135 / Occupants: 135
Ground casualties:	Fatalities: 7
Collision casualties:	Fatalities: 2
Airplane damage:	Destroyed
Airplane fate:	Written off (damaged beyond repair)
Location:	5,6 km (3.5 mls) NE of San Diego International Airport, CA (SAN) (United States of America) show on map
Phase:	Approach (APR)
Nature:	Domestic Scheduled Passenger
Departure airport:	Los Angeles International Airport, CA (LAX/KLAX), United States of America
Destination airport:	San Diego International Airport, CA (SAN/KSAN), United States of America
Flightnumber:	182

Narrative:

Gibbs Flite Center Cessna 172 aircraft (N7711G) had taken off from Montgomery Field at 08:16 PST and proceeded to Lindbergh Field were two practice ILS approaches to runway 09 were flown. At 09:00 the Cessna pilot was instructed to maintain VFR at or below 3500 feet, heading 70deg. PSA Flight 182 (a scheduled passenger flight from Sacramento to San Diego via Los Angeles), cleared for a runway 27 approach, was advised by the approach controller that there was traffic in front of them. The PSA crew reported the traffic in sight immediately thereafter and the PSA flight was instructed to maintain visual separation and contact Lindbergh tower. Lindbergh tower again warned the PSA flight crew of "traffic, twelve o'clock, one mile, a Cessna". The crew had lost track of the Cessna and radioed back: "think he's passing off to our right". The flight crew still weren't sure of the actual position of the Cessna.
At 09:01:28 a conflict alert warning began in the San Diego Approach Control facility, indicating a collision hazard between PSA182 and the Cessna. At 09:01:47 the approach controller warned the Cessna pilot of traffic in the vicinity. At the same moment both aircraft collided. Flight 182 was descending and overtaking the Cessna, which was climbing in a wings level attitude. The Cessna broke up immediately and exploded after colliding with the Boeing's right wing. The Boeing entered a shallow right descending turn and crashed into a residential area.

PROBABLE CAUSE: "The failure of the flightcrew of Flight 182 to comply with the provisions of a maintain-visual-separation clearance, including the requirement to inform the controller when visual contact was lost; and the air traffic

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Accident description

Status:	Final
Date:	**02 AUG 1985**
Time:	18:05
Type:	Lockheed L-1011 TriStar 1
Operator:	Delta Air Lines
Registration:	N726DA
C/n / msn:	1163
First flight:	1979
Total airframe hrs:	20555
Cycles:	11186
Engines:	3 Rolls Royce RB211-22B
Crew:	Fatalities: 8 / Occupants: 11
Passengers:	Fatalities: 126 / Occupants: 152
Total:	Fatalities: 134 / Occupants: 163
Ground casualties:	Fatalities: 1
Airplane damage:	Destroyed
Airplane fate:	Written off (damaged beyond repair)
Location:	Dallas/Fort Worth International Airport, TX (DFW) (United States of America) show on map
Phase:	Approach (APR)
Nature:	Domestic Scheduled Passenger
Departure airport:	Fort Lauderdale International Airport, FL (FLL/KFLL), United States of America
Destination airport:	Dallas/Fort Worth International Airport, TX (DFW/KDFW), United States of America
Flightnumber:	191

Narrative:

Delta Air Lines flight 191 was a regularly scheduled passenger flight between Fort Lauderdale, FL (FLL), and Los Angeles, CA (LAX), with an en route stop at the Dallas/Fort Worth International Airport, TX (DFW). Flight 191, a Lockheed L-1011 TriStar airplane, departed Fort Lauderdale on an IFR flight plan with 152 passengers and a crew of 11 on board at 15:10 EDT. The DFW Airport terminal weather forecast contained in the flightcrew's dispatch document package stated, in part, that there was a possibility of widely scattered rain showers and thunderstorms, becoming isolated after 20:00 CDT.

The flight was uneventful until passing New Orleans, Louisiana. A line of weather along the Texas-Louisiana gulf coast had intensified. The flightcrew elected to change their route of flight to the more northerly Blue Ridge arrival route to avoid the developing weather to the south. This change necessitated a 10 to 15-minute hold at the Texarkana, Arkansas, VORTAC for arrival sequencing at the DFW Airport. At 17:35, the flightcrew received the following ATIS broadcast: "DFW arrival information romeo, two one four seven Greenwich, weather six thousand scattered, two one thousand scattered, visibility one zero, temperature one zero one, dew point six seven, wind calm, altimeter two niner niner two, runway one eight right one seven left, visual approaches in progress, advise approach control that you have romeo".

Fort Worth Air Route Traffic Control Center (ARTCC) then cleared flight 191 to the Blue Ridge, Texas, VORTAC for the Blue Ridge Nine arrival, and to begin its descent. At 17:43:45, Fort Worth ARTCC cleared flight 191 to descend to 10,000 feet, gave it a 29.92 in Hg altimeter setting, and suggested that the flight turn to a heading-of 250 degrees "to join the Blue Ridge zero one zero radial inbound and we have a good area there to go through.!' The captain replied that he was looking at a "pretty good size" weather cell, "at a heading of two five five ... and I'd rather not go through it, I'd rather go around it

1:55 AM

US Boeing 747 crash and burn caught on dashcam in Afghanistan (VIDEO)

Published time: April 30, 2013 20:16
Edited time: May 02, 2013 14:26

Get short URL



Image from youtube.com @arkadortlu61

Harrowing footage of a US cargo plane in Afghanistan plummeting to the ground immediately after takeoff and erupting in a massive ball of flames has emerged online. All seven passengers onboard were killed.

Tags
Accident, Afghanistan, Military, Planes, Transport, Vehicles

Video apparently shot from a vehicle dashcam shows the National Airlines Boeing 747 taking off from the Bagram Airfield military base, just north of the Afghanistan capital of Kabul, on Monday.



"We are not yet releasing the identities of the colleagues we lost out of respect for their families who need a little more time to reach their loved ones," The Pentagon Post cites Kaufman as saying.



Image from youtube.com @arkadortlu61

She added that the aircraft was transporting vehicles and other cargo when it crashed.

The Taliban was quick to take credit for downing the cargo plane, a claim which NATO's International Security Assistance Force (ISAF) dismissed as

"false." NATO said emergency personnel who arrived at the scene were investigating the cause of the crash, adding that no insurgent activity in our around the base was recorded at the time.

The crash appears to be the deadliest aircraft-related accident at Bagram Airfield since its conversion into a massive base of military operations following the 2001 US invasion of Afghanistan.

The base has regularly been targeted by Afghan insurgents, including the deadly 2007 Bagram Airfield bombing, a suicide attack that killed some 23 people and injured 20 more. The attack coincided with a visit by the then vice-president Dick Cheney.



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PLANE REPORTEDLY CRASH LANDS AT SAN FRANCISCO AIRPORT, JULY 6, 2013



AP photo: Aerial image of the plane crash at San Francisco airport via @BuzzFeedNews

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San Mateo County, Calif., confirms there have been no reports of deaths in the San Francisco plane crash - @WillKane

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PLANE REPORTEDLY CRASH LANDS AT SAN FRANCISCO AIRPORT, JULY 6, 2013

White House official says Obama was made aware of the plane crash in San Francisco; 'We will continue to stay in constant contact with our federal, state and local partners as they respond to this event' - pool report via @NBCNews

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White House official says Obama was made aware of the plane crash in San Francisco; 'We will continue to stay in constant contact with our federal, state and local partners as they respond to this event' - pool report via @NBCNews

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Cecelia Crocker, Other Plane Crash 'Sole Survivors' Share Tales of Guilt, Pain and Triumph



Cecilia Crocker, the sole survivor of Northwest Airlines flight 255 that crashed in 1987, shares her story. (ABC News)

AUTO START: ON | OFF

By ALEX PEREZ (@perezreports) and ANDY FIES

May 16, 2013

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At just 4 years old, Cecelia Crocker became known as America's orphan after being the only survivor in a 1987 plane crash, which, to this day, she doesn't remember.

In 1987, Northwest Airlines flight 255 crashed minutes after taking off from Detroit's Metro Airport, killing 154 people on board and two people on the ground, but leaving behind one tiny miracle.

Cecelia Cichan, whose married name is now Crocker, was the lone survivor of the crash. Her mother, father and 6-year-old brother, David, who were on the flight with her, were all killed.

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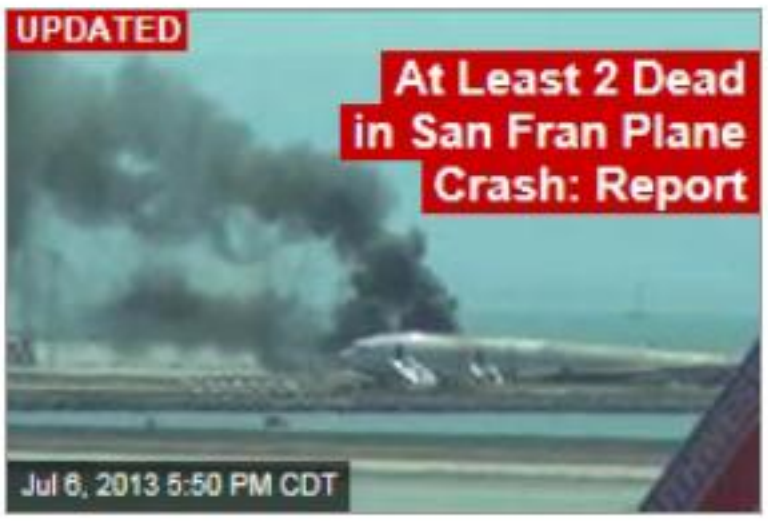
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At Least 2 Dead in San Fran Plane Crash: Report

2 FATALITIES AND 73 INJURED, 10 IN CRITICAL CONDITION

(NEWSER) - Two people have died, and 73 were injured in a plane crash at San Francisco airport today, reports CBS , citing the San Francisco Fire Department as its source. It says the number of injured is expected to rise. The San Francisco General Hospital and Trauma Center says it is currently... More »

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No Bomb, Missile Behind TWA 800 Crash: NTSB

BOARD DECLINES TO COMMENT ON PETITION FOR NEW PROBE

(NEWSER) - Despite claims to the contrary, there is no evidence that a bomb or missile caused the July 1996 crash of TWA Flight 800, the National Transportation Safety Board insisted in a press conference yesterday. NTSB officials declined to comment directly on whether a petition calling for a fresh investigation will... More »



Italian Fashion Boss's Crashed Plane Found

VENEZUELA SAYS IT HAS LOCATED PLANE

(NEWSER) - The doomed plane of Italian fashion exec Vittorio Missoni has been located. Venezuela announced today it found the crashed tourist plane, which vanished off the Venezuelan coast after taking off from the Los Roques archipelago in January, Reuters reports. No further details were given. Missoni was onboard with his wife,... More »

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Plane crash at San Francisco airport, 2 dead

July 06, 2013



Last Updated 5:14 p.m. ET[/i]

SAN FRANCISCO An Asiana Airlines flight from Seoul, South Korea, crashed while landing at San Francisco International Airport on Saturday, littering the runway with debris and forcing passengers to jump down the emergency inflatable slides to safety.

8 Photos Asiana Airlines crash in San Francisco View the Full Gallery »

San Francisco Fire Department told CBS News that two people were killed, and 61 injured, and that the number of injured "will go up."

San Francisco General said they have received 10 of the critically injured, including two children.

Early reports indicate that Asiana

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NEWS

Authorities Probe Small Plane Crash In Blairstown, N.J.

Neither Victim Was Seriously Injured In Crash

July 6, 2013 3:04 PM

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A small plane went down Friday in Blairstown, N.J. (Credit: CBS 2)

BLAIRSTOWN, N.J. (CBSNewYork/AP) — Authorities on Saturday continued to investigate a small plane crash near the airport in Blairstown, N.J., in which two Pennsylvania men were injured.

Neither the pilot, Craig Levine of Blue Bell, Pa.; nor his passenger, Matthew Giannini of Harleysville, Pa.; were seriously injured in the crash, which occurred around 11:15 a.m. Friday. Both men were treated at a hospital and later released, but further details on their injuries were not disclosed.

Authorities said the fixed-wing, single-engine Piper plane went down just moments after it took off from the Blairstown Airport. It ended up in the area of Gwinnup and Sipley roads in the Warren County community of Blairstown Township.

No one on the ground was injured in the incident.

The cause of the crash remained under investigation Saturday.

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Image News

Last Updated

10 in critical condition following plane crash in San Francisco

By RNN Staff

(RNN) – Ten people are in critical condition following the crash of a Boeing 777 in San Francisco on Saturday.

The Associated Press reported 10 people, including two children, were taken to San Francisco General Hospital in critical condition. There are no deaths to report at this time. The hospital confirmed it received six female and four male patients and had set up tents outside the facility to accommodate additional patients.

San Francisco General is the only Level 1 trauma center in the area.

An Asiana Airlines Flight 214 crashed while attempting to land at San Francisco International Airport. There were 291 passengers and 16 crew members on board.

The crash occurred about 11:30 a.m. Pacific time, according to the San Francisco Chronicle. The weather was clear at the time of the crash and local station KTVU reported there was little to no wind. The plane is a Boeing 777, and was flying from Seoul, South Korea, to San Francisco, which is approximately a 10-hour flight.

During a press conference in Washington, DC, NTSB Chairman Debbie Hersman said three investigators based in Los Angeles are deploying to the scene to start the investigation and an additional team from Washington, DC, will be arriving some time late Saturday or early Sunday.

"We have a lot of work to do. When our teams arrive on scene, we're going to be looking for the cockpit recorder and see if it was working at the time of the crash," Hersman said. "We haven't determined what the focus of this investigation will be. We have to gather the facts before we can make any conclusions. NTSB investigations are very thorough."

KTVU out of Oakland, CA, reported 10 to 20 passengers were taken to the hospital with what eyewitnesses described as "mostly minor injuries." The rest of the plane's passengers were taken to the airport terminal.

The San Francisco Fire Department said injured passengers are being taken to hospitals, but the number of injured isn't known. At least one passenger was taken to Stanford Hospital.

Video of the aftermath of the crash shows smoke rising from the plane and passengers leaving the wreckage and using the inflatable slides attached to the plane's side doors.

CNN reports witnesses heard a pop and saw a fireball emerge from under the plane.

An eyewitness told San Francisco's KCBS the plane looked like it was "at an odd angle" as it was coming in to land.

That statement was backed up by another witness, Stephanie Turner, who told MSNBC the plane tried to land at too steep of an angle.

"(I) noticed the tail was too low. The plane came in at a bad angle, the tail clipped the runway," Turner said. "It went through quite a few acrobatics on the runway. It went behind (another plane). Instead of coming in flat, it was coming in at, I'd say, a 45-degree angle."

Video from KPIX out of San Francisco, shows debris starting before the runway, indicating the plane may have touched down too early. Pieces of the tail section can be seen littering the area, and a trail of debris starting before the runway led up to where the plane came to a stop in a dirt area just off the runway.

There is only a short distance from the front edge of the runway to San Francisco Bay.

Aerial pictures of the aftermath, show the plane's tail completely detached, but both wings were still connected to the fuselage.

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Posted on July 5, 2013 at 5:59 PM
Updated yesterday at 6:33 PM

CHARLOTTE, N.C. -- One year to the week after a plane crash killed four members of their unit, members of North Carolina's Air National Guard's 145th Airlift Wing are flying west again to fight wildfires.

Three C-130 cargo planes and 30 crew members are set to fly out Sunday morning from Charlotte Douglas Airport to Mesa, Arizona near Phoenix. On July 1, 2012, a C130 from the same unit crashed in western South Dakota, killing four crew members:

- Lt. Col. Paul K. Mikeal, 42, of Mooresville, N.C.;
- Maj. Joseph M. McCormick, 36, of Belmont, N.C.;
- Maj. Ryan S. David, 35, of Boone, N.C.; and
- Senior Master Sgt. Robert S. Cannon, 50, of Charlotte.

Two more crew members survived but were seriously injured.

Sunday's mission will not be the first time the 145th has returned to fight fires since the fatal flight.

"We've done annual training. We're ready," said Lt. Col. Rose Dunlap. "Certainly our guys would want us to get back in. We're ready to do that."

C-130's have already begun flying into Arizona as the focus of firefighting

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PLANE CRASH NEWS

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Passenger plane crashes on landing at San Francisco Airport

6 Jul 23:11 GMT

By Totel V. de Jesus INQUIRER.net 5:23 am | Sunday, July 7th, 2013 This photo provided by Krista Seiden shows smoke rising from what a federal aviation official says was an Asiana Airlines flight crashing while landing at San Francisco airport on Saturday ...

40 badly hurt when plane crashes at SFO

6 Jul 23:10 GMT

(07-06) 16:03 PDT SAN FRANCISCO -- At least 40 people were critically injured Saturday when a Boeing 777 passenger jetliner flying from Seoul, South Korea, crashed and caught fire while landing at San Francisco International Airport, officials said. The ...

BREAKING NEWS: Korean Plane Crash at SFO; 2 Dead, 61 Injured

6 Jul 23:08 GMT

BREAKING NEWS: Korean Plane Crash at SFO; 2 Dead, 61 Injured Posted: Saturday, July 6, 2013 3:13 PM EST Updated: Saturday, July 6, 2013 5:17 PM EST SAN FRANCISCO (KCBS) -- An Asiana Airlines Boeing 777 crashed at San Francisco International Airport around ...

Asiana plane crash echoes '08 British Airways incident

6 Jul 23:05 GMT

The crash of a Boeing 777 Asiana Airlines flight Saturday at San Francisco International Airport -- which has so far claimed the lives of two people and left 61 injured -- is drawing comparisons to a similar situation that happened five years ago at ...

Plane crash in San Francisco

6 Jul 22:54 GMT

34 minutes agoSan Francisco hospital says 10 people 'critical' San Francisco General Hospital has said it is treating eight adults and two children who are all critical, CNN is reporting. 43 minutes ago'Too early to tell what happened' in ...

'Pillars of smoke,' 'several flips': Witnesses recount scene at San Francisco plane crash

6 Jul 22:47 GMT

Eyewitness of the Asiana Airlines Boeing 777 plane crash describes the dramatic scene as the aircraft came in for a landing. By Becky Bratu, Staff Writer, NBC News Witnesses watched in horror as a plane crashed at San Francisco International Airport on ...

Official: 10 injured in San Francisco plane crash

6 Jul 22:29 GMT

Official: 10 injured in San Francisco plane crash Posted: Saturday, July 6, 2013 3:15 PM EST Updated: Saturday, July 6, 2013 6:26 PM EST By TERRY COLLINS Associated Press SAN FRANCISCO (AP) - An Asiana Airlines flight from Seoul, South Korea, crashed ...

Plane crash at San Francisco airport, 2 dead

6 Jul 22:20 GMT

Last Updated 6:04 p.m. ET SAN FRANCISCO An Asiana Airlines flight from Seoul, South Korea, with more than 300 people aboard crashed while landing at San Francisco International Airport on Saturday, littering the runway with debris, and forcing passengers ...

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AP Photo: Aerial image shows the wreckage of the Asiana Flight 214 airplane at SFO pic.twitter.com/HtXFRmAQy4

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An Asiana jetliner from Seoul, South Korea, **crashed** while landing Saturday at **San ... Francisco** International Airport, the Federal **Aviation**

فيديو: ... Boeing 777 by Asiana Airlines **crashed** in **San Francisco** Airport July

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Boeing 777 **crashes** at **San Francisco** International Airport

منذ 3 ساعة - Fox News

BREAKING NEWS: Asiana Airlines **flight crashes** while landing at **San Francisco** airport, ... Fox News confirms. It was not immediately known

... **BREAKING** NEWS: **Plane** carrying 291 passengers **crash** lands at

منذ 3 ساعة - Daily Mail

Horrific photographs of the damage caused to the Asiana Airlines Boeing 777 **flight** from South Korea emerged moments after the **crash**.

BREAKING NEWS: FAA: **Airliner crashes** on landing in **San Francisco**

منذ 3 ساعة - Pensacola News Journal

An Asiana Airlines **flight** from Seoul, South Korea, **crashed** while landing at **San ... Francisco** International Airport on Saturday, forcing passengers

Pieces of Plane Break Off in Crash Landing



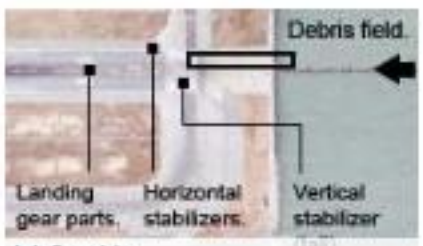
Noah Berger/Associated Press

Rescue workers circle Asiana Flight 214 after it crashed at San Francisco International Airport.

By RAVI SOMAIYA
Published: July 6, 2013

An Asiana jetliner from Seoul, South Korea, crashed while landing Saturday at San Francisco International Airport, the Federal Aviation Administration said. Pieces of the airplane broke off as it careened down the runway.

Multimedia



Graphic

Where Asiana Flight 214 Came to Rest

VIDEO: Plane Crash at San Francisco Airport

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The jetliner, Flight 214 from Seoul's Incheon airport, carried 291 passengers and 16 crew members, the airline said. It was unclear how many on board might have been injured or killed, though many passengers were seen scrambling down inflated escape chutes. The crash was the first in the United States since February 2009.

Smoke billowed out of holes in the fuselage of the Boeing 777 as firefighters rushed to the wreckage on the runway. Aircraft parts were scattered across the tarmac — the plane's wheels, tail and engines were ripped off.

"I looked up out the window and saw the plane coming in extremely fast and incredibly heavy," said Isabella Lacaze, 18, from Fort Worth, who witnessed the crash from the San Francisco Airport Marriott Waterfront.

"It came in at a 30- or 45-degree angle and the tail was way, way lower than the nose," said another witness, Stefanie Turner, 32, from Arizona.

The plane clipped something as it touched down near the sea wall, Ms. Lacaze said. "And then it hit one of the planes that was already on the runway."

The plane that was hit said United on its side, she said, but did not appear to sustain much damage. Other witnesses were unsure whether the Asiana plane had

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At least 23 injured after Boeing 777 crashes at San Francisco International Airport

Published July 06, 2013 / FoxNews.com




Boeing 777 crashes upon landing at San Francisco Intl


Passengers tweet after Asiana jet crashes


More details on the Boeing 777 crash

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At least 23 people were injured after an Asiana Airlines flight crashed while landing at San Francisco International Airport, Fox News confirms.

San Francisco General Hospital said in a statement that it was treating 10 victims of the airline crash. The hospital said six patients are female, four male, and of the 10 admitted, eight are adults and two are children. All of the patients are in critical condition.

St. Francis Medical Center said it was treating six victims, while St. Mary's Medical Center reported treating five additional patients, neither hospital would release details on the condition of the patients. Two more patients are being treated at UCSF and are listed in stable condition.

The plane was carrying 292 passengers and 16 crew members.

Federal Aviation Administration spokeswoman Laura Brown says

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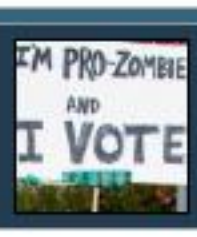


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Breaking: Plane crash at San Francisco Airport



by
ZOMBIE
Bio

July 6, 2013 - 12:11 pm

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Just a few minutes ago, **an Asiana Airlines Boeing 777 en route from Seoul crash-landed at San Francisco International Airport**:

> A plane crashed while landing at San Francisco International Airport Saturday morning after its tail came off while it was touching down on the runway.
>
> According to a witness, around 11:20 a.m. the plane was just about to land — its landing gear had come down — when the tail of the plane came off.
>
> After wobbling for a minute, the aircraft flipped upside down, coming to a stop on runway on it's back.
> The plane, reportedly a Boeing 777, was coming from South Korea, according to flight tracking information.



(Note: this early article was in error in its claim that the plane flipped upside down. As later photos revealed, the plane ended up on its belly, right-side up.

A tail falling off sounds like mechanical failure. (Note: See updates below.) Number of casualties unknown. Check back for updates as the story unfolds.

UPDATE 1:

Here's a video of the burning fuselage:



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BREAKING NEWS: FAA: Airliner crashes on landing in San Francisco

Jul. 6, 2013 2:50 PM | Comments

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A fire truck sprays water on Asiana Flight 214 after it crashed at San Francisco International Airport on Saturday. / AP Photo

Written by
Associated Press

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News

An Asiana Airlines flight from Seoul, South Korea, crashed while landing at San Francisco International Airport on Saturday, critically injuring at least 10 people and forcing passengers to jump down the emergency inflatable slides to safety as flames tore through the plane.

The Federal Aviation Administration said Flight 214 crashed while landing at 11:36 a.m. PDT. A video clip posted to YouTube showed smoke coming from a jet on the tarmac. Passengers could be seen jumping down the emergency slides.

Television footage showed the top of the fuselage was burned away and the entire tail was gone. One engine appeared to have broken away. Pieces of the tail were strewn about the runway. Emergency responders could be seen walking inside the burned-out wreckage.

ZOOM

This photo provided by Wei Yeh shows what a federal aviation official says was an Asiana Airlines flight crashing while landing at San Francisco airport on Saturday. It was not immediately known whether there were any injuries. / Associated Press

ZOOM

Smokes rises from Asiana Flight 214 after it crashed at San Francisco International Airport in San Francisco. / Associated Press

It wasn't immediately clear what happened to the plane as it was landing, but some eyewitnesses described the aircraft doing a cartwheel and others said that it appeared to sway back and forth kicking up dust. Many said the tail fell off.

Stephanie Turner saw the plane going down and the rescue slides deploy, but returned to her hotel room before seeing any passengers get off the jet, she told ABC News. Turner said when she first saw the flight she noticed right away that the angle of its approach seemed strange.

"It didn't manage to straighten out before hitting the runway," she said. "So the tail of the plane hit the runway, and it cartwheeled and spun and the tail broke off ... I mean we were sure that we had just seen a lot of people die. It was awful.

"And it looked like the plane had completely broken apart," she said. "There were flames and smoke just billowing."

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Officials: At least 10 injured when airliner crashes on landing in San Francisco

By Associated Press
Published: Saturday, July 6, 2013 at 15:39 PM.

An Asiana Airlines flight from Seoul, South Korea, crashed while landing at San Francisco International Airport on Saturday, critically injuring at least 10 people and forcing passengers to jump down the emergency inflatable slides to safety.

The Federal Aviation Administration said Flight 214 crashed while landing at 11:36 a.m. PDT. A video clip posted to YouTube showed smoke coming from a jet on the tarmac. Passengers could be seen jumping down the emergency slides.

Television footage showed the top of the fuselage was burned away and the entire tail was gone. One engine appeared to have broken away. Pieces of the tail were strewn about the runway. Emergency responders could be seen walking inside the burned-out wreckage.

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"And it looked like the plane had completely broken apart," she said. "There were flames and smoke just billowing."

Kate Belding was out jogging just before 11:30 a.m. on a path the water from the airport when she noticed the plane approaching the runway in a way that "just didn't look like it was coming in quite right."

"Then all of a sudden I saw what looked like a cloud of dirt puffing up and then there was a big bang and it kind of looked like the plane maybe bounced (as it neared the ground)," she said. "I couldn't really tell what happened, but you saw the wings going up and (in) a weird angle."

"Not like it was cartwheeling," she said, but rather as though the wings were almost swaying from side to side.

Doug Yakel, a spokesman for the airport, said he did not yet know how many passengers were aboard the flight. "We also don't have any information at this time to the status of those passengers," he said at a brief news conference.

San Francisco General Hospital spokeswoman Rachael Kagan says the adult patients range in age from 20 to their 40s. It was not immediately clear the ages of the children.

San Francisco-area broadcasters KNTV, KCBS and KTVU have reported that there were fatalities in Saturday's crash of the Asiana airlines flight from Seoul, South Korea. But The Associated Press contacted police, fire and coroner's officials and was unable to confirm any deaths.

A call to the airline seeking comment wasn't immediately returned.

The National Transportation Safety Board said it was sending a team of investigators to San Francisco to probe the crash. NTSB spokeswoman Kelly Nantel said Saturday that NTSB Chairman Deborah Hersman would head the team.

Boeing said it was preparing to provide technical assistance to the NTSB.

Numerous flights headed to San Francisco were diverted to other airports. A United Airlines flight bound for San Francisco was sent to Los Angeles airport, and passengers were told the San Francisco airport would be closed for at least three hours Saturday afternoon.

Asiana is a South Korean airline, second in size to national carrier Korean Air. It has recently tried to expand its presence in the United States, and joined the Star Alliance, which is anchored in the U.S. by United Airlines.

2:22 AM

BREAKING: Plane Crashes at San Francisco Airport

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By: Associated Press

RAW VIDEO: Plane Crash at San Francisco Airport



SAN FRANCISCO (July 6, 2013) -- An Asiana Airlines flight from Seoul, South Korea, crashed while landing at San Francisco International Airport on Saturday, forcing passengers to jump down the emergency inflatable slides to safety. It was not immediately known whether there were any injuries.

Federal Aviation Administration spokeswoman Laura Brown said the Boeing 777 was supposed to land on runway 28 left at the airport. She said the sequence of events was still unclear, but it appeared the plane landed and then crashed.

A video clip posted to YouTube shows smoke coming from a silver-colored jet on the tarmac. Passengers could be seen jumping down the inflatable emergency slides. Television footage showed debris strewn about the tarmac and pieces of the plane lying on the runway.

Fire trucks had sprayed a white fire retardant on the wreckage.

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